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Vol. CCI, No. 2625
MAY 27, 1950

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Number 5 of "A Guinness Sportfolio"

Volume CCI No. 2625 The SPHERE, London, May 27, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

PARACHUTE-JUMPING IN A HANGAR—MEN OF THE R.A.F. PRACTISING AT CARDINGTON, BEDFORDSHIRE, FOR THE DISPLAY THEY WILL GIVE AT THE ROYAL TOURNAMENT IN LONDON IN JUNE: This Royal Tournament rehearsal showed in detail the methods of instruction evolved by No. 1 Parachute and Glider Training School, which prepared so many parachutists for action during the Second World War

Balloons were used in warfare as far back as 1794 for observing the enemy. The British first used the balloon for war in 1885, and during the South African War introduced a special corps of engineers trained in the use of balloons. Now, half-a-century later, balloons still have their usefulness, particularly in the training of parachutists, and they are indeed an essential part of the equipment at No. 1 Parachute and Glider Training School at Cardington, Beds., where teams have been preparing their display for the Royal Tournament. Some of the balloons at Cardington are of the famous "R" type, which was designed in 1917 and, when sent up to heights of 7,000 ft., provided observation across the enemy lines. Now, among other things, they are used for sustaining platforms from which parachute-training drops can be made.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Budget : The Opposition Case.—The Opposition, led well by Mr. Eden, made a sound business of their opportunity to put their case against the Budget proposals. The principal points of attack were the Petrol Tax and the purchase tax on lorries, against the background of a Budget which accepts as inevitable and eternal a system of crippling taxation which discourages investment for essential work and kills every impulse towards initiative and saving. The Government never varies its defences. It turns a deaf ear to any and every argument. There can be no paring of Government spending (except in a few thousands here or there) because four essentials must be met: (1) The Welfare State must be maintained, cost what it will; (2) The Cold War must be financed for our very national security; (3) Inflation must be checked and saving encouraged; (4) Production must be increased and full employment maintained. A year has passed since the last Budget. It has brought us two certainties, which last year were not certainties. There is no hope of Marshall Aid beyond 1952, now very near. And the Cold War finance, enormously heavy already, is now to be vastly increased. But still the Government's argument assumes that "no decent man" (granting that we are not nearly ready to stand on our own feet in 1952 and granting that we must spend a great deal more on defence) would suggest that the costs of the Welfare State could or should be pruned by a single penny. We can't afford it, perhaps; but afford it we must, with food subsidies at present level and all the rest of it. These four points are for the Government a complete answer even to suggestions that there may be better ways of encouraging saving and investment on essentials and of increasing production, which are the last two of the four vital planks. It follows that the wisdom of Solomon would fall in vain on ears so stopped; and nothing but votes, and not *certainly* votes, could have the slightest effect on the Chancellor's policy.

Windsor Memoirs.—It is needless to say that I shall read the Duke of Windsor's new Memoirs with great interest. His earlier volume was written with restraint, avoiding sensationalism and controversy. They struck me as fulfilling many of the essentials of a human document, realism without sensationalism, frankness without bitterness, sincerity without egotism. In such books of political and human interest-*in-excelsis*, one is apt to be carried away by the pre-publication blurb, which is designed to attract wide interest and encourage sales. I therefore admit that my expectations were agreeably contradicted, yet without a sense of bathos. Once more the blurb suggests that the new instalment will be instinct with human and political interest. Once more we are invited to expect *sensations*. But I believe this volume also has been written with a good deal of restraint and fairness, frankness and charm. Every private citizen is entitled, if he will, to set forth his *apologia pro sua vita*. There are perhaps a few exceptions among those most confidentially employed. Most people die without doing it, and wisely. For it is very difficult to do it well; and, done badly, it were better burned. The Duke is a private citizen; he is not in the Royal Succession, though he bears a royal title. He is a subject of his brother, the King. In any biography of King George V there could be no more important witness for the biographer than his eldest son; that is true on many counts, from a right judgment on the late King's private and family life to a right judgment on several important political events of the reign. Circumstances prevented me during the war of 1939 from securing evidence from that quarter, when I was writing the personal Memoir of King George V; and albeit every other important witness (from Premiers downwards) was consulted and gave his or her evidence with utter fairness, I was conscious that one vital witness had made no contribution to a balanced picture. That evidence, I anticipate, will now be forthcoming, too late for the late King's *personal* biography, not too late for Mr. Nicolson's *political* biography. Whether the new evidence will alter materially the estimates I endeavoured to make of that great King's character, personality and family and political background, I do not know, and am naturally most curious to learn. Having read the Duke's first volume, I shall enter upon the second with a feeling that what he has written will be worth serious study. Probably no father and son were so separated in thought by the barrier which a short generation of time can sometimes create in an era of swift revolution and transition.

TRUMPETERS OF THE ROYAL ARTILLERY SOUND THE REVEILLE—THE FINAL PHASE OF THE CEREMONY AT THE LINCOLN'S INN WAR MEMORIAL AFTER LORD CUNNINGHAM OF HYNDHOPE HAD UNVEILED THREE PLAQUES BEARING THE NAMES OF TWENTY-SIX MEMBERS OF THE SOCIETY OF LINCOLN'S INN AND THE NAMES OF SEVEN MEN WHO WERE SONS OF MEMBERS: The Unveiling was preceded by a service in the Great Hall, conducted by Prebendary C. Cheshire, preacher to Lincoln's Inn, and an address was given by Lord Cunningham, who spoke of preserving peace as a duty to the fallen. He said that the struggle against oppression and injustice was yet unresolved. "We live in dangerous times," he continued, "not less so when old faiths and true values are forgotten or ignored, and scientific discoveries threaten to disintegrate the planet on which we live. All our resolve will be required to avoid further disaster"

Europe's Asylum.—It has long been one of our "prides" that England is a chief asylum for refugees from Europe who "choose freedom." In pre-war days, there was room for the trickle that came in. In the middle of the reign of King Edward VII an observant American was struck by the extraordinary *homogeneity* of our population, which comprised 15,700,000 males and 16,800,000 females—32,500,000 in all. To which were added no more than 250,000 foreigners, mostly Russian-Poles and Germans. The "foreign" percentage in 1906, when London's population (which held most of them) was already over 7,000,000, was therefore infinitesimal over most of the country. I wonder what the ratio is to-day? I wonder how long we can afford to go on indulging this particular pride? I have long had the feeling that this little island is damnably overcrowded. I have long had the suspicion that our foreign element is increasing and ought to be diminished; not only because increasing numbers of foreigners are passively embarrassing but because a not negligible percentage of them are actively detrimental and patently abusing the hospitality we offer. I am shocked to find the high percentage of foreign names among miscreants who come into court on charges of robbery with violence and other grave offences against persons and property. I am not alone in attributing much of the unrest and indiscipline in some of our vital industries to foreign influence exerted by resident aliens. This problem forces itself into notice when we hear of gestures of reprisal for the banishment by foreign Powers of our cultural missions to their countries. Still, as of old, however, the Minister concerned re-echoes the parrot-call of our pride in offering asylum to freedom-loving refugees. The question is, what sort of freedom are they to be suffered to enjoy over here? Too many of them make too free of our hospitality. Their "friendship" leagues and cultural societies flourish here sometimes, openly and little restrained, as propaganda centres for ideologies we detest, and as staff offices for sabotage of our industry and order. And some of their more informal leagues are mere associations of gangsters. The time has come to take stock of our foreign percentage of population and to take stock of the definition of the once innocent word asylum.

Advice to Youth.—I have heard Sir William Slim speak wise words to youth. He was on a platform with the Premier the other day at an Albert Hall Forum of Youth, and he got but half-a-dozen lines to the Premier's thirty lines of copybook maxims. As reporting goes, that is probably a fair ratio, but I hope for Sir William's sake that there was much more in his discourse to make sense of his quoted argument: "When young people go out to set this world right, they should do it in a spirit of adventure. So much was done for us these days that we were inclined to sit back and wait for somebody to do something for us when we should be much better off doing it ourselves." Quite unexceptionable advice. Mr. Attlee, I am sure, applauded it. I hope the newly-weds streamed out into Kensington Gore with plans to build themselves houses to relieve their mothers-in-law, to put up sheds on their allotments, to start little businesses in a spirit of adventure, and so on. And I hope none of Mr. Attlee's inspectors and investigators and invigilators will come across them in the act. If they do, the spirit of adventure will not long survive the meeting.

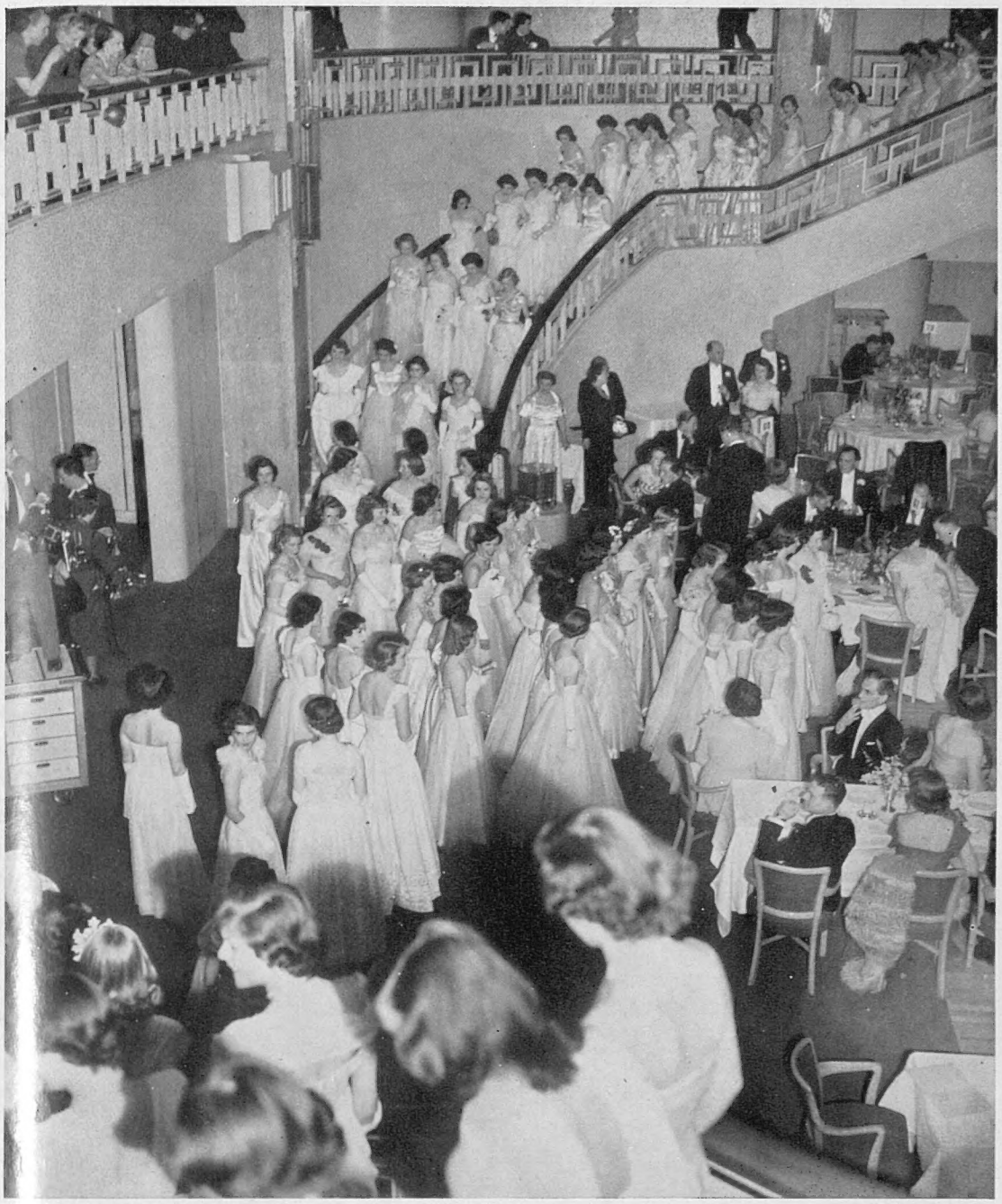
"Notable Birthday of the Week."—A man approaching official "old age" does not always invite congratulation on his birthday. He is inclined rather to keep the festivity private, if he be not a *Daily Telegraph* "notable." But I hold out my threadbare cap for your congratulations. Like Christian, I am in a fair way to dump a burden. No more shall I lick on stamps worth 6s. 2d. a week as a self-employed man who could hope for no benefit (even burial costs) from his outlay. I have done with all that. I cashed a huge cheque yesterday, bought a cartload of stamps, stuck them on their beastly little squares, cancelled each stamp with an appropriate date, and took the card to the palatial offices of the department (a Georgian house with charming gardens and furnished with superb modern furniture). The staff received me most politely and gave me a receipt for my document, and wished me a carefree old age. And another thing: I looked up (and, better still, found) some post-war credits. And here, too, I am setting in train a campaign for tardy social justice or, rather, an end to social injustice. I hope to achieve a double—to stop cashing out and actually to cash in. But not all at once, *non sine pulvere*. First, I must lay in a stock of birth certificates, organise a search for my identity card, issued in June, 1940, and study and fill up in block letters a large number of printed forms, certificates, releases and pre-receipts. And some day perhaps I will tell you all what came of my high hopes and hard labour.

A New Housing Problem.—In the controversy evoked by a funny article on migratory birds, I am, like Disraeli, on the side of the winged. The more I see of men, the more I love birds—all save the jay and the magpie. I started the science of field naturalist too late in life to become even useful as an observer or authority on fauna and flora. But one thing I have observed as a novel fact: common garden birds such as chaffinches, which used to prefer to nest in hedges and fruit-trees, are now crowding in to nest on house-walls, and the reason is quite certainly the same as that which caused the medieval peasant to build his cottage at the wall of his baron's castle. It is for security, and that security is required against the marauding magpie, a bird which has increased (and ought to be diminished) as fearfully as the grey squirrel. I have killed several hundred grey squirrels on my few acres. I have killed but two or three magpies. They are too infernally clever. Ten years ago a magpie was a rarity in West Sussex. To-day it is as common as a rook, and it has caused garden birds to change their habits and to "drift to the towns." It has created an industrial revolution and a housing problem. There are not enough housing-sites available for the new demand.

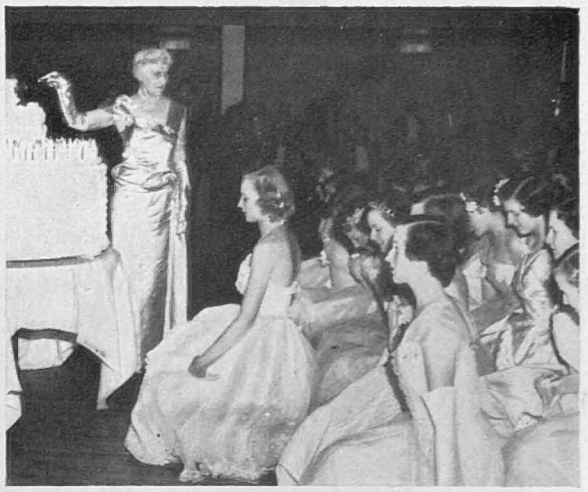
THE OLD STAGER

THE DEBUTANTES' BIRTHDAY BALL

A PRELUDE TO THE LONDON SOCIAL SEASON



TI PARADE OF THE DEBUTANTES: The young ladies who are making their debut in 1950 passing down the stairway at Grosvenor House at the start of the Debutantes' Birthday Ball. It was the usual spectacle of elegance and flawless grooming, not to mention gaiety of a restrained character and a touch of ceremonial as Lady Hamond-Graeme paraded her protégées at the cake-cutting ceremony



LADY HAMOND-GRAEME CUTS THE BIRTHDAY CAKE: *Above* and *below*—The debutantes line up and curtsey during the cake-cutting ceremony at Grosvenor House. Lady Hamond-Graeme has kept this debutantes' ball going through two decades and it is now an integral part of London's season, one of the few charity balls secure in the social calendar

"CLOTHED IN WHITE SAMITE MYSTIC WONDERFUL": Some of the debutantes of 1950. *On right*—The dancing in progress at Grosvenor House

With the Debutantes' Birthday Ball, a hardy annual on which Lady Hamond-Graeme has lavished nearly a quarter of a century of effort, London's socially-conscious young ladies see the start of the London season, with, stretching before them, the inviting vista of Ascot, Wimbledon and Henley, the Royal Garden Parties, and a host of other events. Once London suffered from a surfeit of these charity affairs, but the Debutantes' Ball has survived the inevitable blight of the war years, and for the anxious parent and the anxious daughter, is a social red-letter day.

THE FOREIGN MINISTERS OF THE TWELVE ATLANTIC TREATY NATIONS AT A FINAL PRESS CONFERENCE IN LONDON : The representatives of Great Britain, Portugal, Norway, the Netherlands, Luxembourg, the United States, Italy, Iceland, France, Denmark, Canada and Belgium seen at Lancaster House as they announced the result of their deliberations to the world's Press, the six decisions which will considerably strengthen the North Atlantic Pact. Mr. Ernest Bevin is seen on the left of the line, with Portugal's representative beside him, and in the centre Mr. Dean Acheson is seen seated next to Count Sforza, the Italian Foreign Minister. M. Robert Schuman, of France, proposer of the Franco-German steel and coal plan, and Mr. Rasmussen, of Denmark, are seen towards the right of the ministerial line

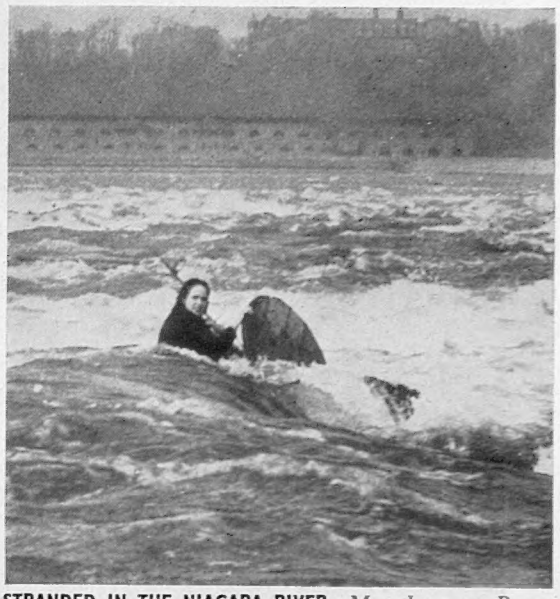
THE ATLANTIC TREATY POWERS IN LONDON

Six important decisions "to improve the functions of the North Atlantic Treaty Organisation and to guide its future work" were announced at the final meeting of the twelve Foreign Ministers of the North Atlantic Council at Lancaster House St. James's. The most important of these decisions is that a permanent body of highly qualified persons with a permanent chairman will be set up in London. This organisation of deputies will have a full-time staff. The first step of the new organisation will be to put into effect the defence plans which have been drawn up by the military staffs, but which at present remain largely on paper. Although the committee will consider matters of economic co-operation within the terms of the Treaty, it is emphasised that first priority is the co-ordination of defence. The Ministers have not yet solved the problem, however, of just how much the Western Powers can afford to spend on mutual defence arrangements.

THE ORDER OF ST. JOHN INVESTITURE IN THE GREAT HALL OF ST. BARTHOLOMEW'S HOSPITAL : Lieut.-General Sir William Dobbie, of Malta fame, is seen (centre, facing camera) conducting the investiture in his capacity as Presiding Knight. Because of the indisposition of the Lord Prior, Lord Wakehurst, the Duke of Gloucester, as Grand Prior, deputed Sir William Dobbie to act. There were 129 members from seventeen counties invested. The English Order of St. John of Jerusalem, which is descended from the original order founded in Jerusalem in the eleventh century, was revived in 1834 and received its charter in 1888. It devotes itself to organising hospital and Red Cross work, notably the St. John Ambulance Association. Its chapter consists of 350 knights of justice and knights of grace

DOBBIE OF MALTA HOLDS AN INVESTITURE

THE SCENE OF A DRAMATIC SERIES OF RESCUE ATTEMPTS WHICH FINALLY ENDED IN SUCCESS : Point No. 1 is the spot where Mrs. Jeannette Bugay was stranded on a rock not far from the brink of the Niagara Falls. Point No. 2 indicates the group known as the Three Sisters Island. No. 3 is Goat Island. No. 4 is the Canadian Falls. No. 5 is the American Falls. The pictures below show phases of the rescue operations



STRANDED IN THE NIAGARA RIVER : Mrs. Jeannette Bugay clinging desperately to a rock about 300 ft. from the edge of the Niagara Falls. Two helicopters went to her rescue

RESCUED FROM THE BRINK OF NIAGARA

TWO HELICOPTERS TAKE PART IN SAVING A STRANDED WOMAN

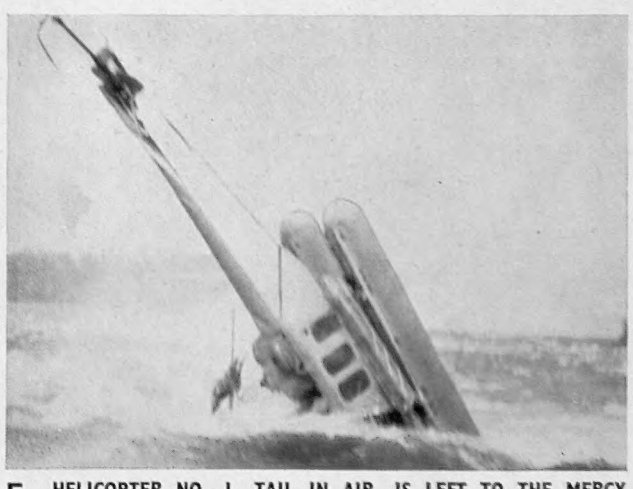
A THE FIRST RESCUE HELICOPTER HOVERS OVER THE STRANDED WOMAN : The co-pilot is trying to get a line to Mrs. Bugay

B THE FIRST RESCUE HELICOPTER COMES TO GRIEF : As Mrs. Bugay was about to be hauled aboard, the helicopter heeled right over

C A SECOND HELICOPTER TO THE RESCUE : The machine hovering over the wreckage of Helicopter No. 1, its task being to bring a line from the shore to the stranded pilots and Mrs. Bugay

D MRS. BUGAY IS BROUGHT TO SAFETY : Owen Niehaus, pilot of helicopter No. 1, and the rescued woman drawn into land by boat after helicopter No. 2 had carried a line across the gap

E CO-PILOT JOE CANNON, THE LAST TO REACH SAFETY : After the rescue of Mrs. Bugay and the pilot. Cannon was hauled ashore



F HELICOPTER NO. 1, TAIL IN AIR, IS LEFT TO THE MERCY OF NIAGARA : The machine still wedged against the rocks

Just why and how Jeannette Bugay, the wife of a taxi-driver, came to be stranded on a rock in the Niagara River may never be known by the world at large, but there she was, stranded well and truly, and her loud cries could be heard from the shore in no uncertain manner. The series of rescue attempts began when two workmen passing Three Sisters Island heard Mrs. Bugay and saw her clinging to the rock in the racing current on the Canadian side of the great cataract. One of them tied a rope round his waist and waded into the water. He was swept off his feet immediately and had to be hauled back by his companion. A call was then sent to the Bell Aircraft Corporation for a helicopter. The Corporation duly sent a hover plane equipped with floats, and tried to put down near the rock. The co-pilot threw the woman a rope, *see* picture (A). As they hauled her aboard the helicopter nosed over and pitched pilot, co-pilot and Mrs. Bugay into the rapids (B).

The men hung on to the plane, which was drifting from the calmer waters near the bank into the turbulent main stream roaring over the falls.

After drifting 8 yards the plane stuck fast on another rock. The engine exploded. Still the co-pilots, Joseph Cannon and Owen Niehaus, clung to it—and the unfortunate woman.

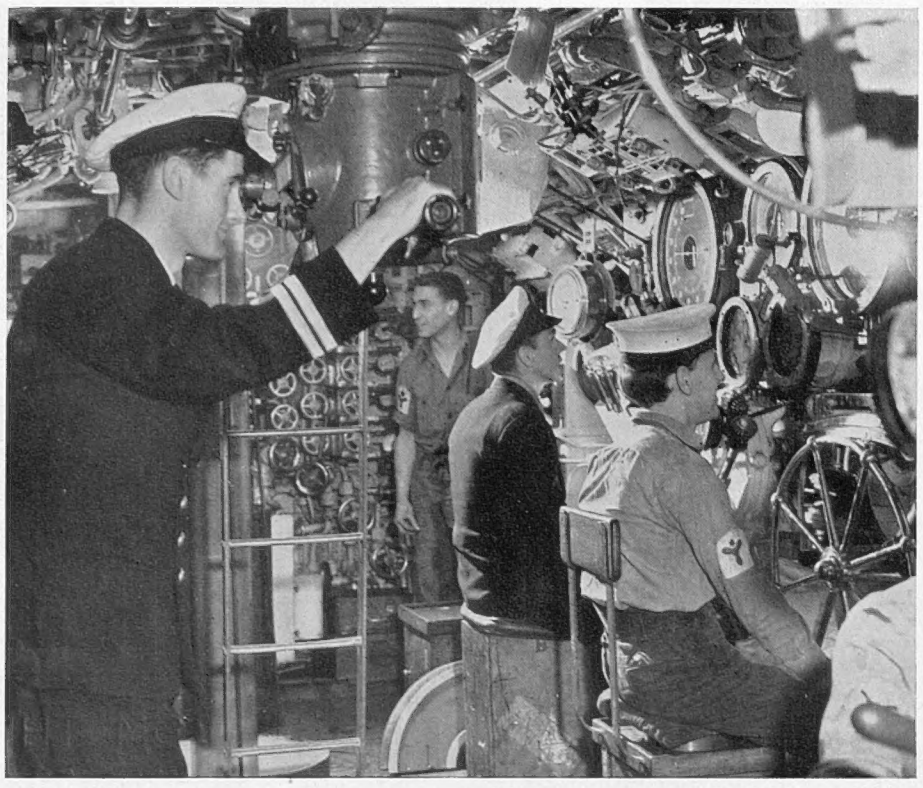
They lashed Mrs. Bugay to the undercarriage, clambered on the wreckage—and waited for further help.

Firemen came with ladders and grappling hooks. One tried to wade over to the plane. Before he got 5 yards the current swept him off his feet. He was pulled back ashore.

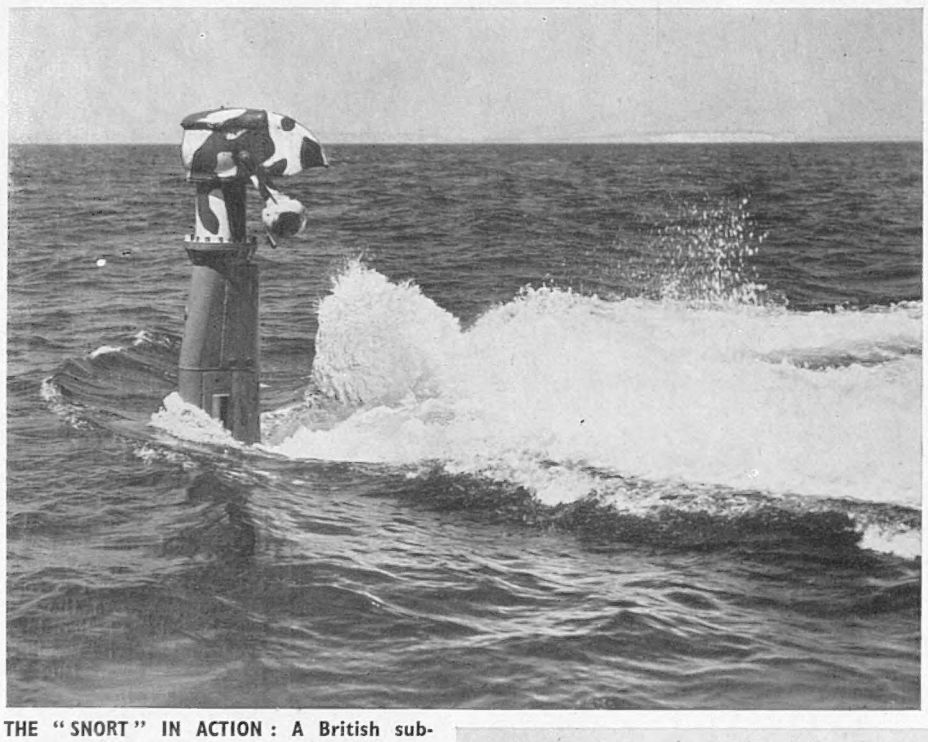
A second hover plane arrived and poised over the three stranded people (C). It dropped one guide-line to them and another to the firemen operating from the shore.

A metal boat was attached to the guide-line. The wrecked pilots managed to pull it out to the rock. Then, hand over hand, all three were hauled ashore, two in the first trip and one in the second (D and E).

As she stepped out of the boat onto terra firma Mrs. Bugay fainted into the arms of a fireman.



IN THE CONTROL ROOM OF THE BRITISH SUBMARINE "TUDOR": Lieutenant French (First Lieutenant of the submarine) sighting the periscope. On the right an electrical artificer operates the hydroplane controls and in the centre a stoker-mechanic acts as diving-panel operator. With the development of the "Snort" breathing device the submarine is able to remain under water for long periods, and is now potentially a more menacing weapon than ever. Radar and asdic detection, however, have made the submarine infinitely more vulnerable to attack, and the underwater craft has to be prepared to face new and powerful surface weapons

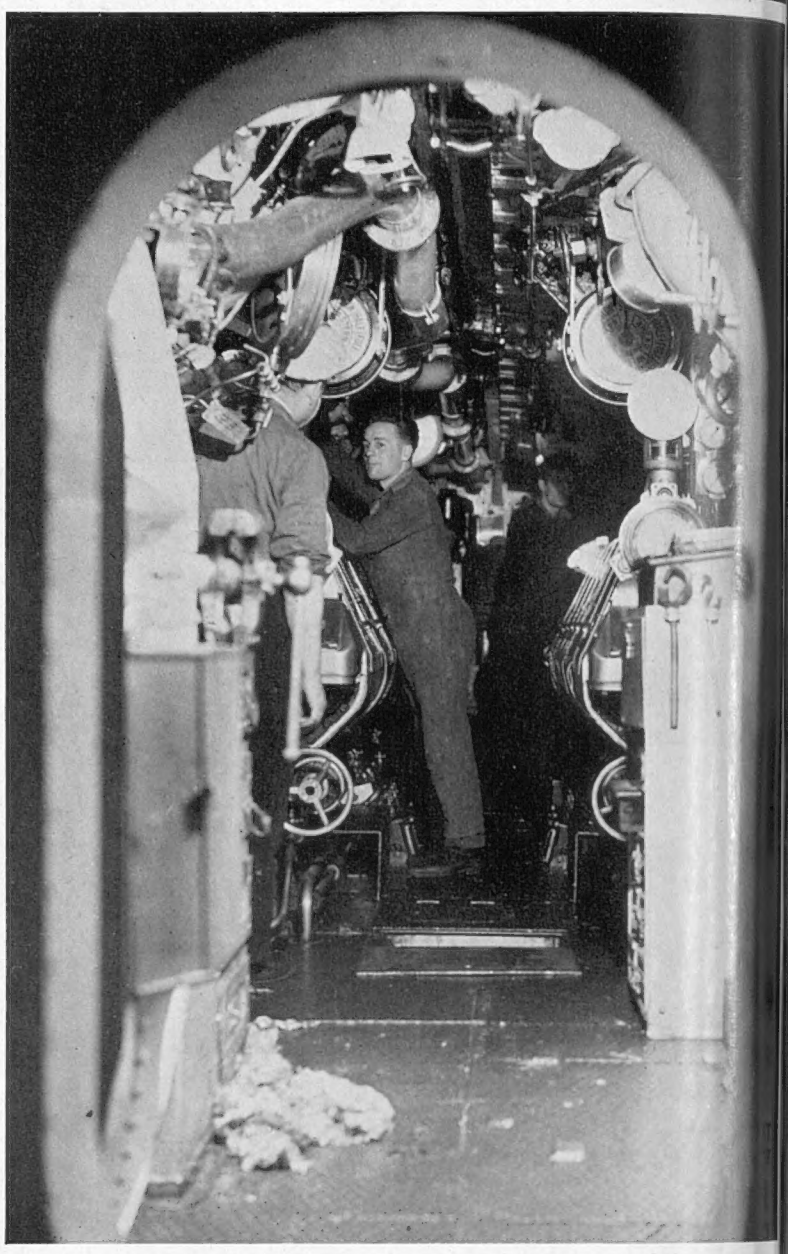


THE "SNORT" IN ACTION: A British submarine's underwater breathing apparatus seen emerging above the surface during an exercise. A ball-float prevents water entering the mouth of the "Snort"

Naval News

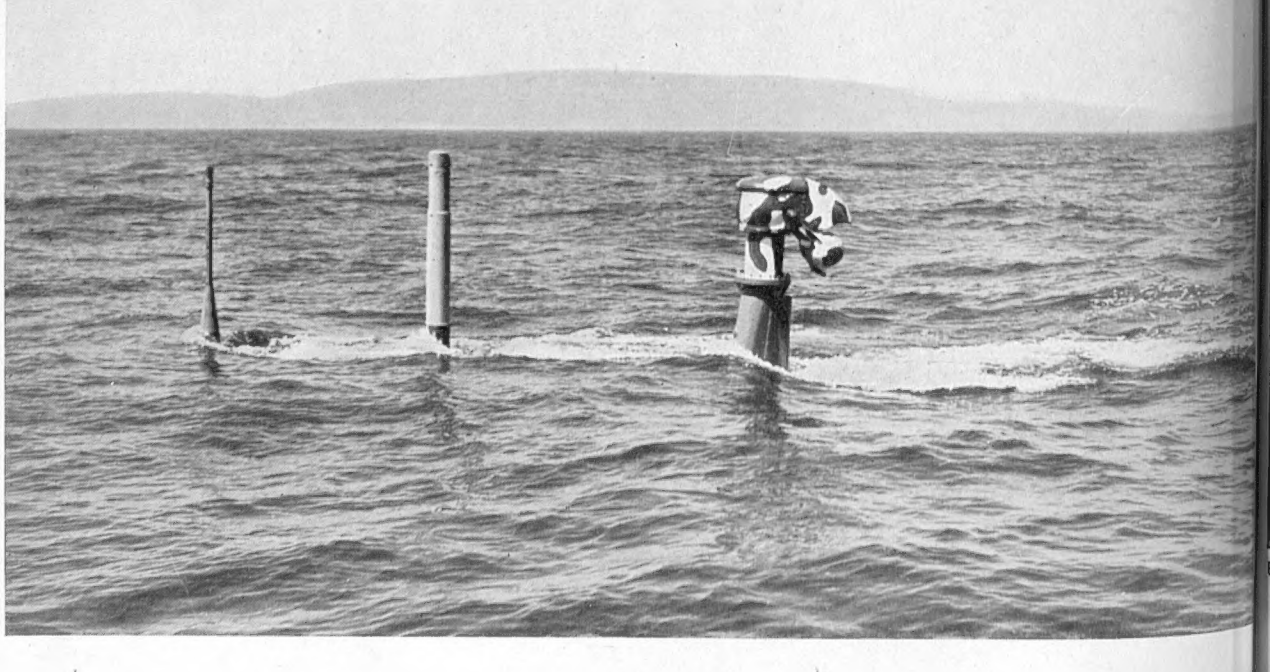
The SUBMARINE'S NEW WEAPONS and NEW ENEMIES

UNITS OF THE HOME FLEET SET OUT ON THE SUMMER CRUISE TO NORTHERN WATERS

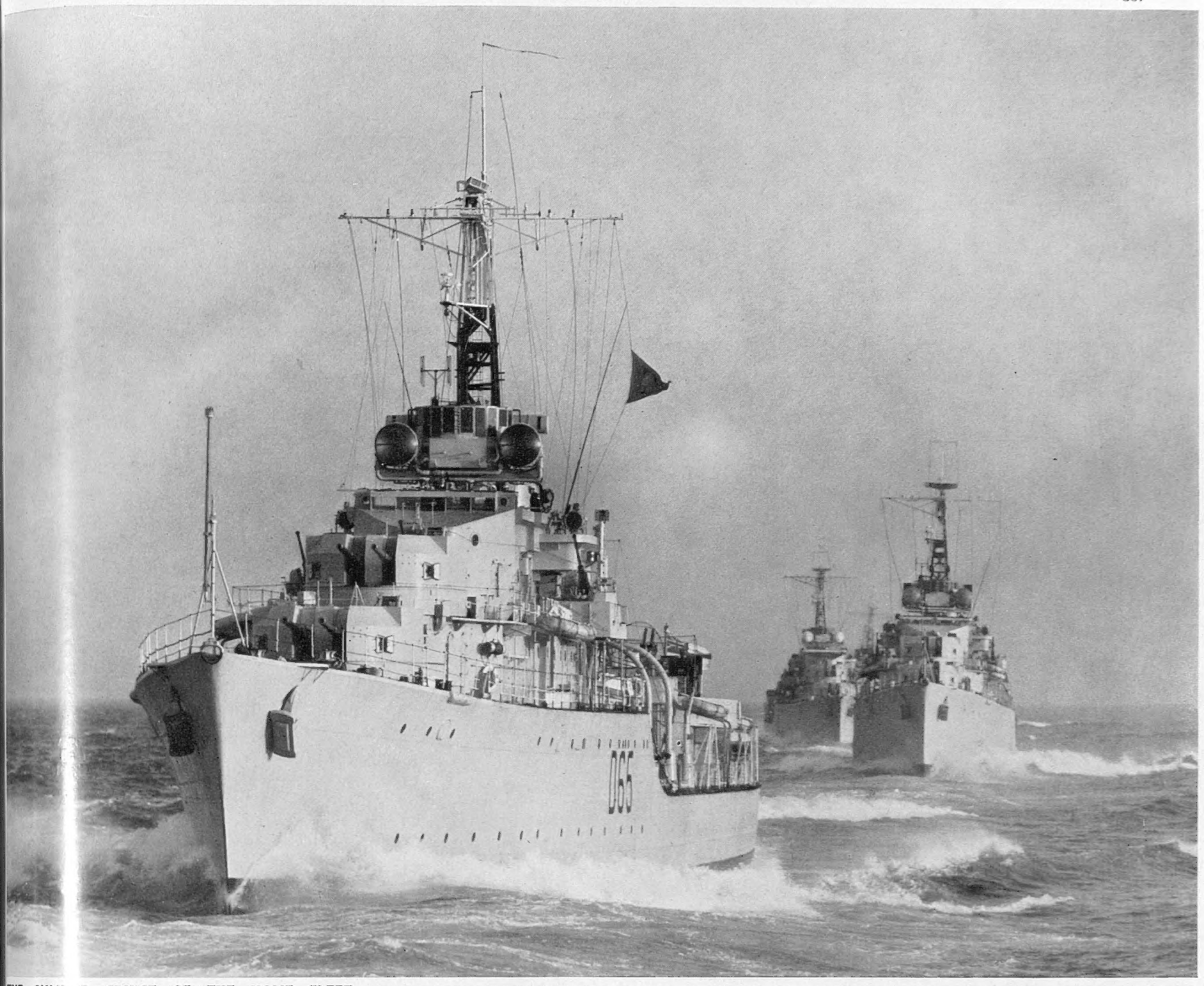


LOOKING INTO THE ENGINE-ROOM THROUGH THE BULKHEAD DOORS OF H.M.S. "TUDOR": With the passing years the problem of space has grown ever more acute in the submarine as new equipment is evolved to make the underwater craft a more efficient weapon and better able to deal with the growing array of weapons massed against her, such as radar and asdic. *Tudor* belongs to the "T" class, in common with the ill-fated *Truculent*

Undoubtedly the submarine is going to occupy a far more important place in the world's navies, and naval authorities indeed envisage the day when submarines will engage in under-water duels with each other. The modification of the German schnorkel, or "Snort," now standard equipment in the Royal Navy and the U.S. Navy, has given the submarine vast new advantages as a weapon of offence, enabling it to remain submerged for long periods at a time, to make attacks by stealth upon an enemy shore; but there are formidable forces beginning to array themselves against the underwater craft, notably the hunter-killer teams developed in the United States and consisting of blimps (for detection) and medium bombers and destroyers (for destruction), the three working in a close offensive partnership. The bomber probably has rockets and depth-charges at its command, while the destroyer probably uses the dreaded hedgehog mortar, a battery of twenty-four charges which are fired simultaneously to drop in a circular pattern round the target. They are set to explode at given depths beneath the surface. Add to this the use of asdic and radar by pursuing craft, and it will be seen that the submarine, for all its potential menace, by no means has things all its own way.

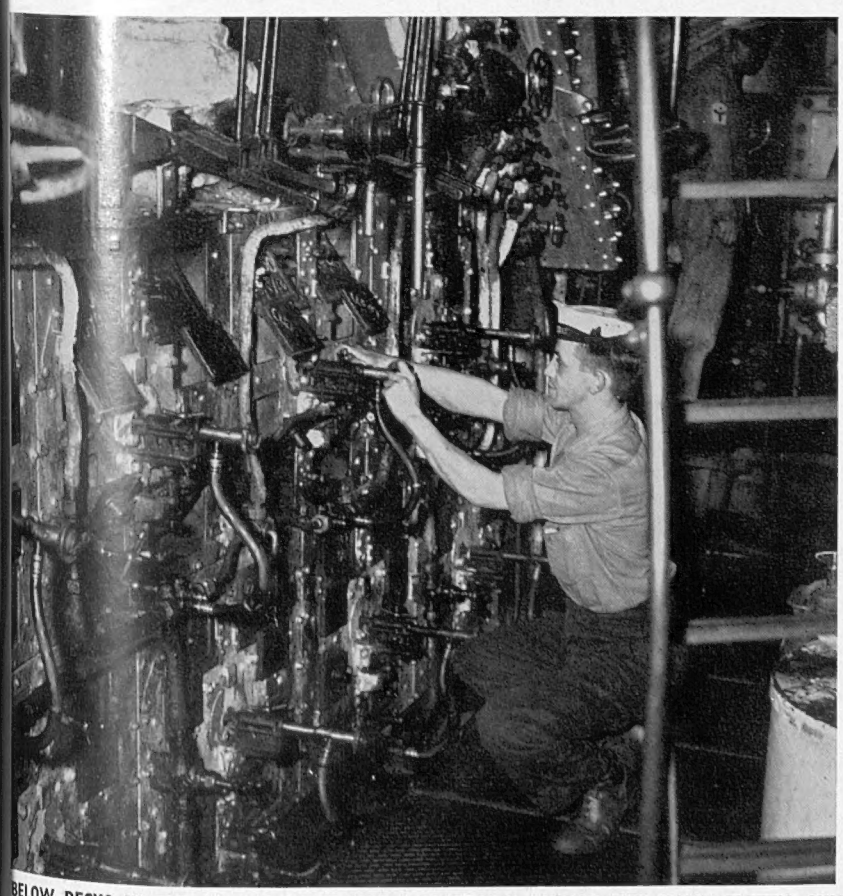


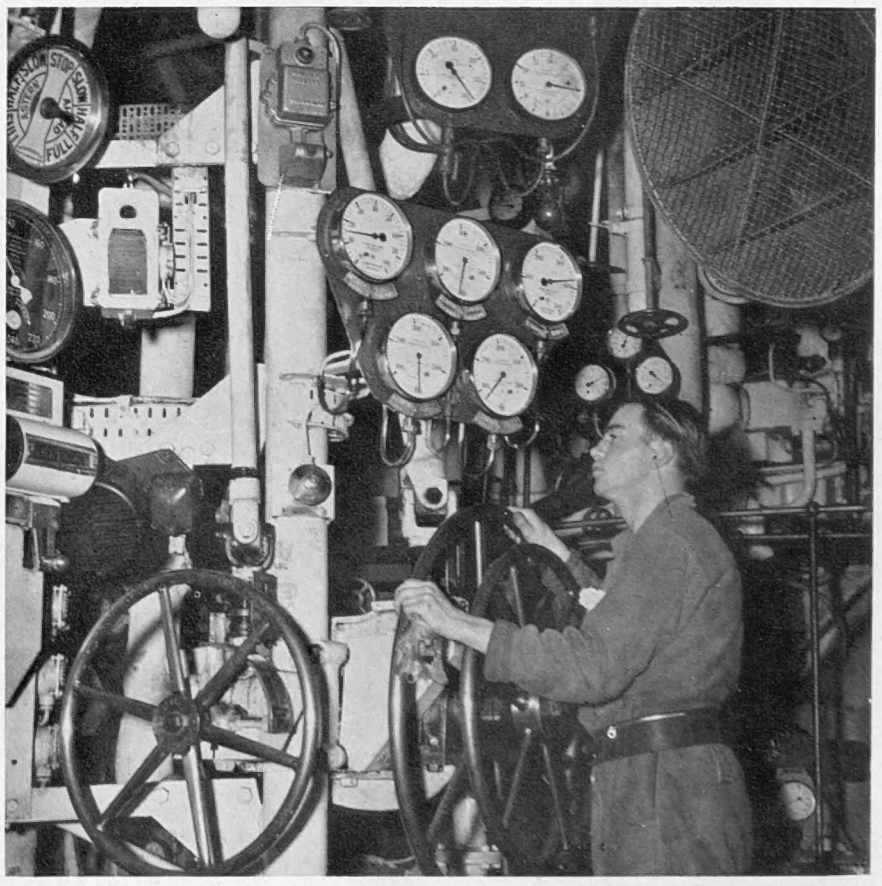
On right—THE "SNORT" DEVICE ON H.M.S. "ARTEMIS": The ball-float is about to close as the submarine submerges. The equipment is a modification of the schnorkel introduced with success by the Germans during the Second World War



THE SUMM R CRUISE OF THE HOME FLEET—UNITS OF THE FIFTH DESTROYER FLOTILLA DEPLOYING IN MID-CHANNEL AT THE START OF A FLEET EXERCISE: They are t St. James, the Sluys and the Gabbard. Admiral Sir Philip Vian, the Commander-in-Chief, is flying his flag in the aircraft-carrier Implacable

In company ith ships of the French and Netherlands Navies, units of e Home Fleet have started the annual Summer Cruise with ar xercise in the English Channel. With the aircraft-carrier *Implac le* as his flagship, Admiral Sir Philip Vian has taken the cruis s *Superb* and *Cleopatra* and a number of destroyers into battle. The first exercise was due to finish this week-end when the British ships put in at Brest on a courtesy call. The Home Fleet will then work northwards round Scotland, and in early July will visit ports in Scandinavian countries, the Netherlands, Belgium and Germany. The Commander-in-Chief is to pay a visit in the destroyer *Battleaxe* to Josing Fjord, where in 1940, as Captain of the *Cossack*, he rescued British prisoners from the German auxiliary *Altmark*. Later in July individual ships of the Home Fleet will visit various ports on the East Coast, and the Fleet will return to southern waters by the end of the month.





BELOW DECKS IN THE BRITISH DESTROYER "SOLEBAY" DURING THE HOME FLEET'S SUMMER CRUISE: *Left*—A stoker-mechanic adjusting one of the sprayers in the boiler-room, and (*right*) a member of the crew at the main throttle control of the 50,000-h.p. engines which drive the destroyer through the water at 32 knots. The Solebay is a unit of the Fifth Destroyer Flotilla. The Fourth and Sixth Flotillas are also joining with the Fifth in the Summer Cruise and the exercises in the Channel

HERE TELEVISION WILL ACQUIRE A PERMANENT HOME IN KEEPING WITH ITS GROWING IMPORTANCE IN THE SPHERE OF ENTERTAINMENT: This is a model of the buildings which have been designed by the architect, Graham Dawbarn, in association with M. T. Tudsbery, civil engineer to the B.B.C. The buildings will cover the 13-acre site acquired by the B.B.C. at the White City, Shepherd's Bush, and will represent a much-needed overflow for the Corporation, which has lately been carrying on its activities in forty or more widely-scattered premises in London. The portion of the scheme containing the circular ring will be devoted to television

WHERE THE B.B.C. PLANS TO OVERFLOW: The White City Project

Before the war the B.B.C. was seeking a suitable site on which to build permanent studios and ancillary accommodation in London because the studios at Alexandra Palace were neither adequate in size nor sufficient in number. On the cessation of hostilities the search was resumed. In 1947 the Corporation decided that the White City Exhibition site at Shepherds Bush was on the whole the most favourable of the many sites which had been considered.

Negotiations for the acquisition of the site began in 1947 with the Exhibition Company, but after some progress had been made it was learnt that the L.C.C. had plans to acquire the whole of the site for housing. In August 1947 the B.B.C. represented to L.C.C. officials that the Corporation was experiencing the utmost difficulty in finding a large enough site on which to build, *inter alia*, premises for the Television Service. The B.B.C.'s representations were most sympathetically considered by the L.C.C. and the Corporation was informed some months later that it had been agreed in principle that the B.B.C. should be permitted to acquire approximately 13 acres of the White City site.

By August 1948 it had become clear that the B.B.C. might go ahead on the assumption that the site would be available. Long-term and short-term reviews of the Corporation's building and accommodation problems in the London area were accordingly carried out in order that a decision might be taken as to which of the B.B.C.'s activities could, with best advantage to the Sound and Television Services, be housed at the White City. It was later decided that highest priorities should be given to the development of approximately half the site for the Television Service in the first instance.

Limitations imposed on capital investment under the National Building Programme later showed it to be impracticable to complete sufficient accommodation for television on the White City site in time to replace the Alexandra Palace when the lease of those premises expires in June 1956, and to provide for expansion. In order to bridge the gap and to provide additional studios for television immediately, the Corporation acquired film studios in Lime Grove approximately half-a-mile from the White City. These studios were suitable for quick conversion.

It was originally intended that a planning competition should be instituted in connection with the development of the White City site. It was later decided, however, that this would be unsuitable, having regard to the necessity for maintaining a considerable degree of flexibility as to the eventual use of the second half of the site. Instead, the B.B.C. invited the President of the Royal Institute of British Architects to submit names of architects considered suitable for a project of this kind. From the recommendations received, the Corporation chose Graham Dawbarn, C.B.E., M.A., F.R.I.B.A. (Norman and Dawbarn), who on November 18, 1949, was appointed, in association with M. T. Tudsbery, C.B.E., M.I.C.E., the B.B.C.'s Civil Engineer. Early in the present year (1950) an architectural conception had been evolved which was deemed by the B.B.C.'s professional advisers to provide a striking architectural solution of requirements.

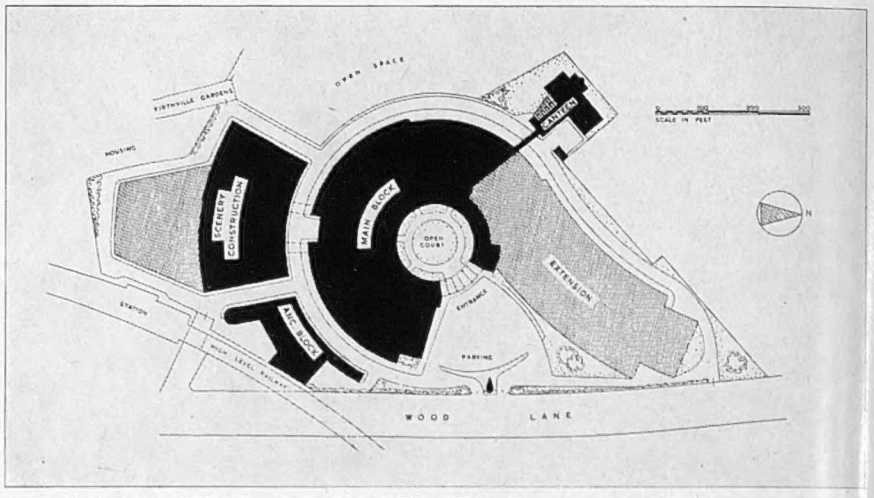
The design has its main entrance at the junction between the curvilinear "tail-piece" and the multi-storey "ring" shown as lying around the central open court.

On the lower floors of the "ring" there would be accommodated artists' reception areas, dressing-rooms, etc., quickly accessible to the five studios.

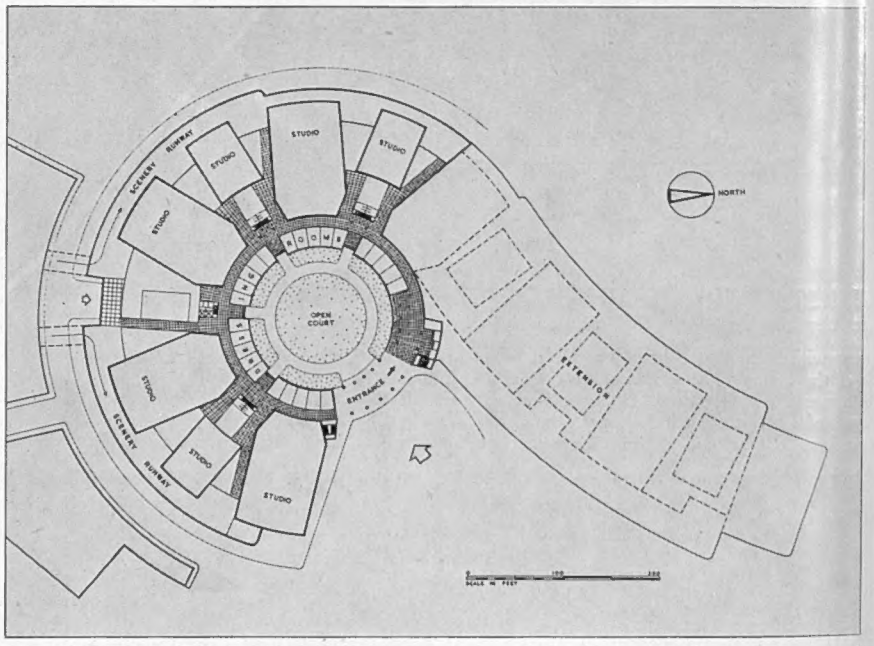
Control and apparatus rooms, etc., are planned to be accommodated on lower floors of the "ring."

At the outer end of the television studios it is planned to provide a closed continuous scenery-runway, of a size sufficient for the reception at each studio of assembled scenery units, some 25 ft. long by 15 ft. wide by 25 ft. high, which would be conveyed to the studios upon "floats" from the scenery block shown lying to the south of the main block on the plan.

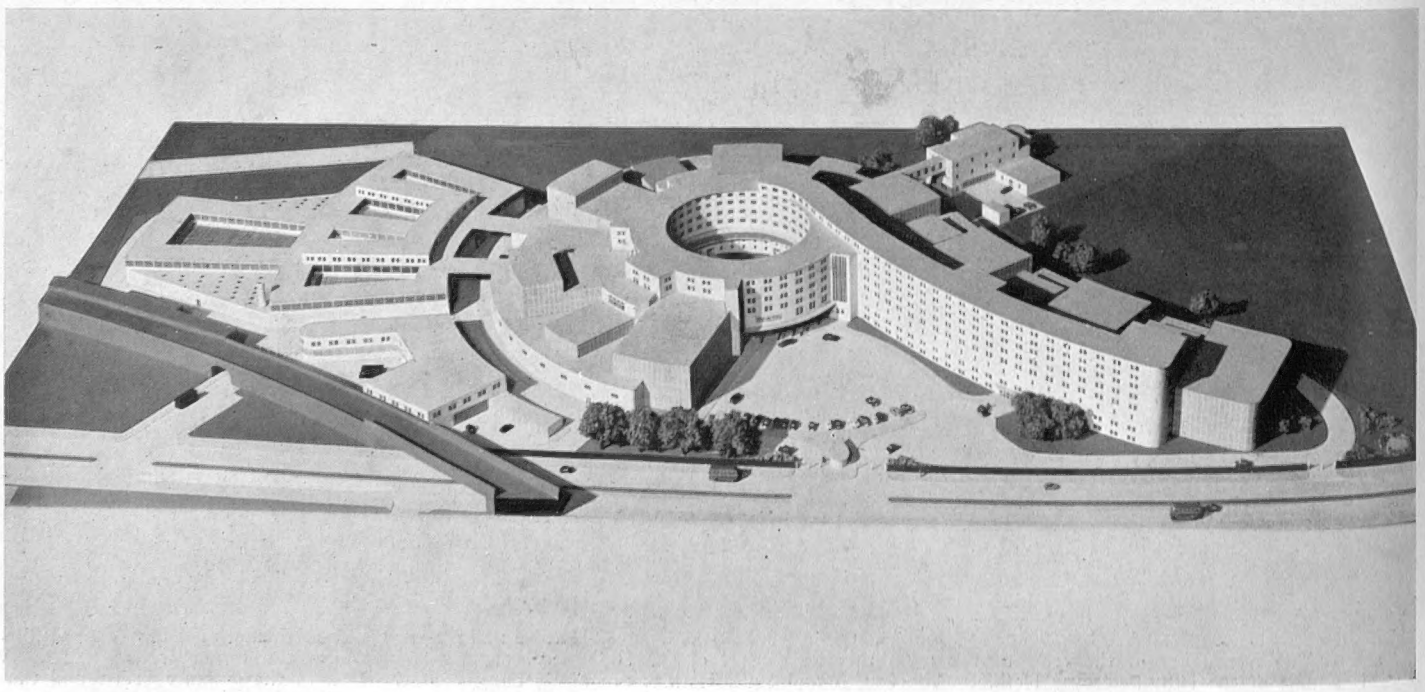
The B.B.C. hope to build and occupy the premises progressively.



THE TELEVISION SECTION AT THE WHITE CITY: The new branch of broadcasting will occupy studios round the central court. There will be seven studios in all in this circular section. Scenery will be constructed in the building to the left



THE TELEVISION STUDIO LAY-OUT: Four of the studios will be 75 ft. by 120 ft. and there will be three smaller studios. The scenery runway round the outside of the circle will enable the property men to bring in whole sections at a time



***On right*—AN OVERHEAD VIEW OF THE WHITE CITY PROJECT: The television section, including the central ring, will lie to the left. The rest of the vast building will be devoted to other activities of the B.B.C. at present widely scattered, and therefore tending to suffer seriously from lack of co-ordination**

THE PRESIDENT, AT THE END OF HIS "WHISTLE STOP TOUR" OF THE UNITED STATES, DELIVERS HIS JEFFERSON JUBILEE ADDRESS IN THE CHICAGO STADIUM: Mr. Truman, who was in fighting mood, lashed out at the obstructionists "who are trying to thwart the Democratic dream of greater security for all the people." On the previous day at Madison, Wisconsin, the President went after the Isolationists, telling them that isolationism is a counsel of despair, which can lead to another war in which the United States may be left entirely alone to fight its enemies. Mr. Truman's arrival in Chicago really marked the end of his great tour, which took him via Nebraska and Wyoming to the far Western States of Washington and Oregon, where he inaugurated the Grand Coulee Dam, the vast hydro-electric undertaking on the Columbia River. At every halt on the long journey west Mr. Truman addressed considerable crowds which gathered outside the observation car of his train. Although this was not supposed to be a political tour the President did not fail to inveigh against the present Congress

MR. TRUMAN STUMPS THE COUNTRY

THE PRESIDENT'S PRE-ELECTION TOUR OF THE STATES

PRESIDENT TRUMAN TAKES A MORNING WALK ON MICHIGAN AVENUE: Mr. Truman strolling through Chicago, where he had arrived on the previous evening to ring down the curtain on his nationwide tour and also on the three-day Jefferson Jubilee Celebrations. Most members of Mr. Truman's Cabinet attended the celebrations, which were marked by a certain degree of Southern discord

THE PRESIDENT IN THE FAR WEST: Cow-punchers hoisted their children on their shoulders to see Mr. Truman when his train stopped at Huntington, Oregon. This was one of a host of stops made by the indefatigable President, who was paving the way for Democratic victories in the coming Congressional elections

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AIR LIFT TO BATTLE HARBOUR

American Coast Guards Relieve a Labrador Navigational Station Put Out of Action by Fire

A fine example of the U.S. Coast Guard's ingenuity and speed in times of emergency is the recent special *logistics flight* made to Battle Harbour, Labrador, when vital equipment was needed to restore the Loran Coast Guard Station to the air with the least possible delay, after a fire destroyed the equipment.

The prompt action resulted in restoration of limited service within three days after the last of the equipment was brought in.

Parachute drops were the only immediate means of servicing the station, since Battle Harbour is inaccessible during the winter months except by parachute drop, ski-plane or dog sled.

Within one week after the station went off the air, replacements were assembled and packed, ready to be flown to the isolated spot so that the vital long-range navigational aid supplied by the station would again be available to air and surface shipping lanes in the North-West Atlantic.

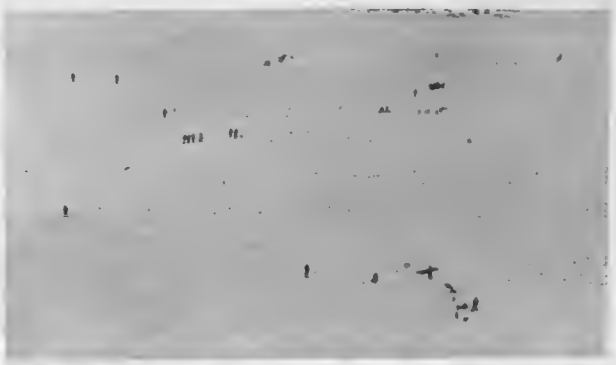
On the first leg of the flight, which began at Washington, D.C., a Coast Guard R5D plane put down at the Beverly, Mass., airport to take on a load of approximately 8,200 lb. of equipment, including a 1,500-lb. generator, which was dropped, in part, by parachute to the crew of the station. Pieces of equipment too delicate or too heavy for such a drop were unloaded at Gander, Newfoundland, to be flown to the station later by ski-plane.

In all, fifteen parachute drops were made. The ski-plane made its final delivery of parts and the station was back in commission and test-operated in three days.

U.S. Coast Guard personnel at the lonely installation and natives of the tiny village, about two miles from the station, were on hand at a designated "target" area to retrieve the cargo and transport it via dog sled to the station. High winds rendered more difficult the task of accurate dropping and rapid recovery.

LOADING UP A RELIEF PLANE OF THE U.S. COAST GUARD SERVICE AT BEVERLY, MASSACHUSETTS: This R5D transport made an emergency flight to Loran Station, Battle Harbour, Labrador, after the station, which provides long-range navigational aid on the Atlantic air and shipping lanes, had been put out of action by fire. Most of the cargo was dropped by parachute, but heavier parts were left at Gander, Newfoundland, and later taken in by ski-plane. Three days after the last equipment had been brought in, Loran Station was on the air again. During the winter and early spring Battle Harbour is not open to shipping

OVER THE TARGET AREA AT BATTLE HARBOUR, LABRADOR: Cargo for Loran Station, out of action as a result of a fire, about to be dropped from the relief plane which flew in with food and equipment from Beverly, Massachusetts. Altogether fifteen drops were made over the designated target area



RETRIEVING FOOD AND EQUIPMENT FROM THE TARGET AREA: An aerial view as personnel at Loran Station used dog sleds to pick up the packages dropped from the Coast Guard relief plane

THE FIRE-DEVASTATED LORAN STATION: This aerial view shows part of the huttage which was burnt out, destroying the navigational equipment which keeps in touch with shipping and aircraft on America's eastern approaches

A SKI-EQUIPPED PLANE LANDS ON THE SNOW AT BATTLE HARBOUR: It brought from Gander, Newfoundland, the equipment which was too heavy to drop from the relief plane which flew in from Beverly, Massachusetts. The ski-plane made four trips to the fire-devastated navigational station before all the equipment was delivered

A DOG TEAM BRINGS IN ONE OF THE FIFTEEN PACKAGES DROPPED OVER THE TARGET AREA AT THE LORAN STATION, BATTLE HARBOUR: Huskies hauling their load across the frozen wastes as they rounded up the cargo which was dropped from the skies

THE U.S. AIR FORCE'S TWIN-BOOMED CARGO-CARRIER SHOWS WHAT IT CAN DO IN AN EMERGENCY: The C 119, or Fairchild Packet, leaving the runway at Hagerstown, Maryland, with a spare wing protruding from its capacious cargo hold. This awkward package was flown without difficulty to its destination at Camp Campbell, Kentucky, and the flight once again revealed the sterling qualities of the Fairchild Packet as a United States Air Force transport. Some models of the C119 have been equipped with caterpillar tracks for taking off and landing on heavy and uneven ground. The experiment has proved so markedly successful that it has now been applied to larger aircraft in the U. S. Air Force. The Fairchild can be equipped as a troop transport

FLIGHTS OF FANCY

Some Unusual Aspects of Aviation in the U.S. Armed Forces

THE ATOMIC-AGE SCOUT: This YRB 49A, a jet-propelled version of Northrop's B 35, the mighty flying-wing bomber, has been developed as a photo reconnaissance bomber for the United States Air Force, and is here seen taking off from Hawthorne, California, on its initial flight to Edwards Air Force Base (formerly Muroc), the military testing base in the California desert. The YRB 49A is equipped for photographing a tremendous expanse of terrain at a single shot while cruising in the stratosphere at high speed. Numerous cameras and elaborate electronic equipment are housed within the machine, which is powered by six turbo-jet engines. The range of the new plane remains undisclosed. A previous version of the Flying Wing established a still unbroken endurance record for American jet aircraft, flying 3,701 miles in 9½ hours without refuelling

THE GUN TURRET OF A UNITED STATES WARSHIP PROVIDES ADEQUATE LANDING GROUND FOR A HELICOPTER: The machine, in which Admiral Forrest Sherman was making a fleet inspection, landed on the 13,700-ton heavy cruiser *Albany* after making a trip from the carrier *Philippine Sea*. The successful gun turret touch-down was made as the *Albany* was cruising off the Tunisian coast. The U.S. Navy is finding the helicopter ideally suited for inter-warship communication. It has been employed with success in the Royal Navy for picking up and delivering mails

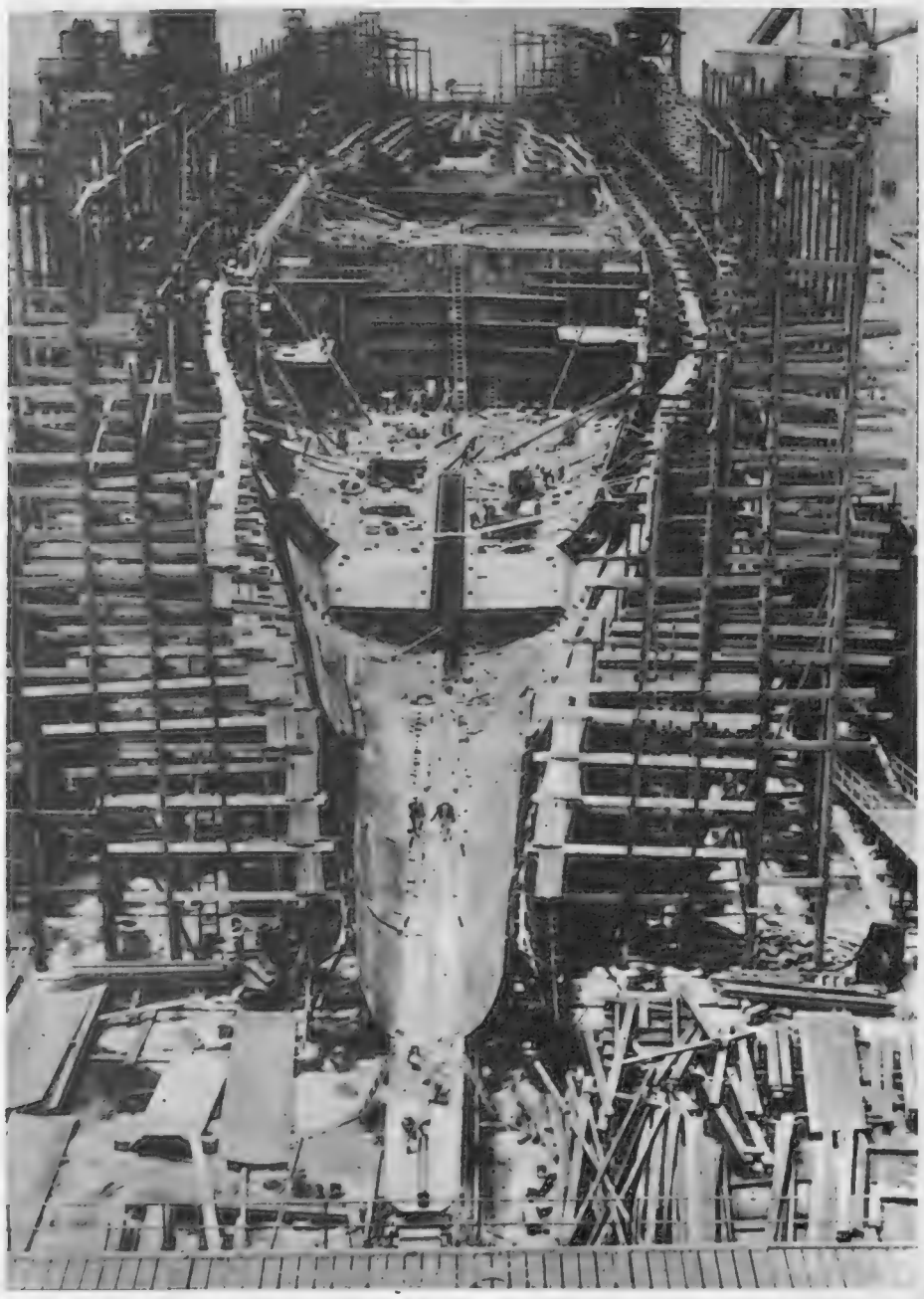
THE STRANGEST SILHOUETTE IN THE UNITED STATES AIR FORCE: The Martin XB 51, an aircraft for the support of troops, developed by the Glenn L. Martin Company and launched last year on their fortieth anniversary. With its sharply swept-back wings, tandem landing gear and three turbo-jet engines—two of them mounted on pylons on the lower sides of the fuselage—this new warplane is easy enough to identify in the sky. Its development has been kept a closely-guarded secret, and even now no details of performance are available beyond the fact that the speed is high. The third turbo-jet unit is mounted in the rear of the fuselage. The two-man crew of the XB 51 is accommodated in a pressurised cockpit with ejection seats. The landing gear consists of dual wheels mounted bicycle-style

NEWS FROM FOUR CONTINENTS

A PICTORIAL SURVEY OF FOREIGN AFFAIRS

THE SOUTH MANITOBA FLOOD DISASTER: A throng of evacuees leaving St. Boniface Station, a town of 35,000 people facing Winnipeg across the Red River, as the level of the floodwaters threatened the whole Winnipeg district. Five thousand people left St. Boniface in one day when the authorities reported that the dykes might not hold

WAITING TO BE FLOWN TO SAFETY FROM THE MENACED CITY OF WINNIPEG: Patients from the St. Boniface Hospital lined up on the floor of a hangar at Stevenson Airport as preparations were made to embark them for Regina, Saskatchewan, where hospital accommodation was made ready. By May 15 it was estimated that 83,000 people had been evacuated from the greater Winnipeg flood area, but this figure did not take into account the thousands who left the ten towns lying along the Red River between Winnipeg and the Dakota border in the United States. Offers to take hospital cases poured into Winnipeg, and a message from Saskatoon said that the town was getting ready to take at least 7,000 evacuees



AMERICA'S CHALLENGE TO THE "QUEEN" LINERS: The S.S. *United States*, which will be the largest liner in the American Merchant Marine when completed by the summer of 1952, on the stocks of the Newport News Shipbuilding and Dry Dock Company at Newport News, Virginia, where she is being built for the United States Lines. The *Shipyard Bulletin* describes Hull 488, as she is now designated, as America's contender to regain the Blue Ribbon pennant of the Atlantic. The Newport News Company hope to launch the vessel in April 1951. It is understood that she will have important national defence features, so that it would be readily possible to convert her into a troopship capable of transporting an entire division of 12,000 men. Normally she will carry 2,000 passengers and a crew of 1,000

THE CITY OF OSLO CELEBRATES 900 YEARS OF HISTORY: This was the scene in the city's park on the site of St. Hallvard Church, built in 1120, as Oslo's Deputy Mayor inaugurated the festivities. Thousands of flowers have been planted in Oslo, fountains have been erected, and flagpoles and decorations are on every hand, and Oslo's Town Hall, which was conceived in 1915, has been duly inaugurated. After the opening of the town hall there was an official luncheon attended by Prince Olav (the Crown Prince) and Princess Martha in the ancient Castle of Akershus. In the evening there were special performances of Ibsen plays at the National and the Norwegian Theatres, and there were concerts in the hospitals and in the homes for old people. For 300 years Oslo was called Christiania after Christian IV of Denmark and Norway, who refounded it in 1624 following the destruction by fire of the ancient city, whose 900th anniversary is now being celebrated. It is just over ten years since German warships and warplanes disembarked troops at Oslo, and five years since the Allies landed at Oslo to receive the German surrender

THE OLYMPIC COMMITTEE MEETS IN COPENHAGEN CITY HALL: Mr. J. Sigfrid Edstroem (right centre), President of the International Olympic Committee, escorting Queen Ingrid and King Frederick of Denmark to their seats at the opening of the Conference. Preparations are now being made for the 1952 Games, which will be held in Helsinki. The 1956 Games are to be held in Melbourne, and this will be the first time they have been staged in any part of the Australian continent. In the voting for the 1956 Games, Melbourne received 21 votes and 20 were cast for Buenos A...

HOUSING NATIVES ON THE WITWATERSRAND — A MODERN SETTLEMENT FOR NON-EUROPEANS, THE KLYPSPRUIT TOWNSHIP, WHICH HAS BEEN BUILT OUTSIDE JOHANNESBURG TO TAKE THE PLACE OF ONE OF THE DISGRACEFUL NATIVE SHANTY TOWNS: Klypspruit represents native housing and welfare work at its best, but the shanty towns still exist owing in large measure to the enormous increase in Johannesburg's native population during the war and post-war years

Much has been heard of Johannesburg's vast shanty towns during the past year or two, notably when Dr. Michael Scott, the friend of the native peoples, was prosecuted under the Roman Dutch Law of South Africa for living side by side with the natives and sharing their poverty. Earlier this year there was violent rioting on the Rand, with the police taking strong action to quell the discontent of the shanty dwellers, whose homes often consist of paraffin tins, bits of galvanised iron, and rotting wood. An attempt is being made by Johannesburg Municipality to provide better conditions for the non-Europeans, and last October out at Klypspruit, near Johannesburg, the 1,000th block containing the 3,000th completed dwelling was opened by a former Mayor of the city. The houses are built by the Robconco method of construction and represent an enormous advance on anything hitherto made available for the native peoples thronging the Witwatersrand. Johannesburg's current programme would appear to make provision for the re-housing of 25,000 non-Europeans out of a total of 556,731.

A NEW LEADER EMERGES IN TURKEY: Jelal Bayar, who leads the victorious Democrats, talking to a woman voter in Istanbul on the eve of the poll which resulted in his sweeping victory

WOMEN OF ANKARA WAIT TO CAST THEIR VOTES IN A FATEFUL GENERAL ELECTION: From the outset Mr. Jelal Bayar's Democrats showed spectacular gains, not only such western cities as Istanbul, Smyrna and Brusa, voting against the Government, but the Anatolian and Black Sea constituencies which were considered to be Populist strongholds. The consequences of the landslide, which has given the Populists a large proportion of the seats in Turkey's Grand National Assembly, are far-reaching, in that most of the leading figures associated with Kemal Attaturk are now swept from the scene, and the Populists who take over have little or no experience of the business of Government. Jelal Bayar, the leader of the Democrats, held office as Prime Minister in the year preceding Attaturk's death. No great changes are expected in home or foreign policy

THE UBIQUITOUS PAUL MUELLER AND HIS DAUGHTER AGA: The sixty-three-year-old Berlin mechanic, with a flair for ocean voyaging, and the eighteen-year-old girl seen aboard their tiny yacht when they reached Las Palmas in the Canary Islands en route to Buenos Aires and "a better life." After taking on stores they left in their 17-ft. boat for Sierra Leone, last port of call before attempting the ocean crossing to the South American coast. They made the 1,000-mile voyage from Portugal to Las Palmas in eight days. Paul Mueller is no newcomer to ocean sailing, having taken a boat single-handed across the Atlantic

THE FIRST JAPANESE WAR CRIMINALS OUT ON PAROLE: Isamai Kindaichi, Kenichi Kikuchi and Hirokazu Tanaka, all of whom were convicted of war crimes and have now been paroled by General Douglas MacArthur, seen leaving Sugamo Prison on the morning of their release. General MacArthur's policy with regard to Japan and the Japanese was reflected in a recent interview he gave in Tokyo, in which he was credited with saying that even if the Allies left the Japanese alone for a period of fifty years they could not become more than a fourth-class military power

THE MAN WHO HAS MARRIED KING FAROUK'S SISTER: Riad Ghali, adviser to Egypt's Queen-Mother, Nazli, holding a portrait of Princess Fathia whom he married recently at a civil ceremony in San Francisco. Following the marriage King Farouk took strong action, depriving Princess Fathia of her title, rights and privileges, and at the same time the Egyptian Crown Council ordered the Princess to part from her husband, who is a commoner and a Coptic Christian. The Crown Council also advised the King to prevent his mother from handling her own property

THE HARBOUR AREA OF HELIGOLAND THREE YEARS AFTER THE LARGE-SCALE EXPLOSIONS WROUGHT BY THE ROYAL NAVY TO DRAW THE TEETH OF GERMANY'S FORTRESS "ONCE AND FOR ALL": It was on April 18, 1947, that a Royal Naval firing-ship standing nine miles out to sea touched off by radio the fuses linked up with 6,700 tons of high explosive stacked in the fourteen miles of tunnel with which Heligoland was honeycombed. The stiffest problem confronting the demolition experts was provided by the massive U-boat pens in the harbour area. The explosion was the largest since the atomic detonations at Bikini, and was registered on over 100 seismographs in different parts of Europe

THE DESOLATION THAT IS HELIGOLAND

GERMANY'S ONCE-FAMED STRONGHOLD AS IT APPEARS TO-DAY

In 1890, when Heligoland was ceded to Germany by Britain and became part of the Prussian province of Schleswig-Holstein, Imperial Germany received a fortress of vital potentialities and Britain lost a strategic point at the mouth of the Elbe. In the First World War Heligoland bristled with guns and, under the Treaty of Versailles, Germany was compelled to dismantle the whole fortress. Under the Nazis, Heligoland was of even greater importance, possessing massive U-boat pens, 14 miles of ammunition storage tunnels, and big artillery emplacements. Although an aerodrome was laid out, the prevailing winds limited the island's usefulness as an air base, and it had to depend for defence on the fighter stations situated on Borkum and Sylt. Even so, however, Heligoland was a major base for sea and air minelayers.

Numerous Allied attacks in 1943 and 1944 led to the Germans removing the civil population from Heligoland. It was a wise move for, in April, 1945, came the obliterating 1,000-bomber raid in which the upper part of the island was pitted from end to end with bomb craters.

After the Second World War Britain did not leave Heligoland's disarmament to the Germans, and the wholesale demolitions by a Royal Naval party in 1947, planned on a most elaborate scale, were calculated to leave nothing for a third World War. The results of those demolitions and of bombing are revealed in the desolation represented by these pictures.

In A.D. 800 Heligoland had a coastline of 120 miles, but in the course of centuries erosion has reduced it to rather less than three miles. From time to time artificial cliffs have been constructed, and the area of the island has been in part maintained by dredging the Elbe and depositing on Heligoland the material so obtained.

THE SURFACE OF HELIGOLAND IS A MASS OF RUBBLE, AND EVERYWHERE ARE BOMB-CRATERS MADE BY THE R.A.F.: The view *on the left* was taken from the summit of the rock and looks down on a half-destroyed building in the harbour area. It is questionable if even the industrious Germans could create order in measurable time out of the vast heaps of rubble which now lie about the harbour area or on the higher ground, which epitomises what aerial bombardment can achieve even without nuclear fission

ONCE THIS WAS A PLEASURE RESORT OF THOUSANDS : All that remains of the famous aquarium on Heligoland which, in pre-war days, was famed for its rare species of deep-water fish. At that time Heligoland had a population of 3,500 people, for the most part Friesian fisherfolk, and it was visited by about 250,000 tourists annually, who represented a very considerable source of income for the islanders. Yachtsmen particularly favoured Heligoland as a holiday port of call

THIS WAS THE YACHT HARBOUR WHERE VISITING HOLIDAYMAKERS COULD MAKE FAST IN SECURITY FROM NORTH SEA STORMS : Now it is a mass of debris thrown up by the explosions in the Heligoland tunnels and U-boat pens. In the background are the battered remains of a hotel and stores. During the Second World War the Germans completely re-fortified Heligoland, using it as a base for sea and air minelayers, and for air attacks on Britain and her shipping. Heligoland was bombed many times

1. PROUD CALIPH : H.R.H. Mouley Hassan ben el Mehdi ben Ismail, Caliph of Spanish Morocco, with his wife and their baby daughter

2. HUNGARY'S NEW PRESIDENT : Mr. Sandon Ronai, who succeeds Mr. Arpas Szakasits in office

3. STRENGTHENING PERSIA'S DEFENCES : Field-Marshal Ali Razmara, Chief of Staff, Persian Army

PEOPLE: SOME PERSONALITIES IN THE WORLD NEWS

1. THE CALIPH OF SPANISH MOROCCO AND HIS FAMILY : The Caliph, a titular figure in the realm of Spanish North African affairs, is the father of a forty-five-day-old daughter, the Princess La La Om Kul Tum, who is seen in this picture in the arms of her mother, Princess La La Fatima Zohora.

2. THE EMERGENCE OF SANDON RONAI : The fifty-eight-year-old Minister of Foreign Trade and a member of the Politburo of the Hungarian Workers' Party became Hungarian President when Mr. Arpad Szakasits announced his surprise resignation to the Hungarian people on the grounds of ill-health. Mr. Szakasits has been a member of the Social Democrat Party for over thirty years, and he took part in the revolution of 1919 which brought the short-lived Soviet Government of Bela Kun into power.

3. FIELD-MARSHAL ALI RAZMARA : The Chief of Staff of the Persian Army has sought American help in strengthening the network of Persia's defences, his request to Washington coming through the U.S. Advisory Mission in Persia. Persia is already receiving considerable assistance from America to aid her five-year plan, the visit of the Shah to America having done much to strengthen ties between the two countries.

4. CONSTITUTION DAY 1950 : On the third anniversary of the Emperor Hirohito's promulgation of the new Constitution the Emperor received a delegation from the Supreme Court and Members of the Cabinet outside his palace at Tokyo. The constitution is modelled on American and British lines. It deprived the Emperor of executive powers, abolished the peerage, granted votes to women (previously decreed by the Shidehara Cabinet), lowered the voting age for men, abolished conscription, and stripped the country of Army, Navy and Air Force, at the same time pledging Japan "to renounce war for ever." One of its measures was to outline a Bill of Rights on Western lines.

4. HIROHITO, CONSTITUTIONAL MONARCH : The Japanese Emperor and his Empress receiving official visitors outside the Palace

5. NEW GOVERNOR OF THE LEEWARDS : Mr. Kenneth William Blackburne, who now succeeds Earl Baldwin

5. THE REBEL GOVERNOR RESIGNS : Earl Baldwin of Bewdley, stormy petrel of colonial administration, has resigned his office as Governor of the Leeward Islands, and the Socialist son of the former Conservative Prime Minister is succeeded by Mr. K. W. Blackburne, Director of Information Services at the Colonial Office in London. Mr. Blackburne knows the islands well, as he was formerly Secretary of Colonial Development and Welfare in the West Indies. Earl Baldwin went to the Leewards in March 1948, and within a few months had earned the description of "the Empire's most unconventional Governor." Criticism from European residents in the colony led to his being recalled to London by Colonial Secretary Creech Jones in the spring of last year. Some quarters demanded that he be replaced. He was interviewed not only by Mr. Creech Jones but also by the Prime Minister. When he returned to Antigua Lord Baldwin received a hero's welcome from a large section of the coloured population.

6. INAUGURATION BY THE DI PERTUAN BESA OF NEGRI SEMBILAN : The Malayan ruler seen opening the new police station at Kuala Pilah

6. ROYAL INAUGURATION AT KUALA PILAH : That picturesque figure the Di Pertuan Besa of Negri Sembilan recently visited the new police station at Kuala Pilah and gave it his official blessing. He is seen speaking over the radio to members of the Security Services in Negri Sembilan, thanking them for the hard work they are doing in the present emergency.

7. DEEP-SEA RECORD-BREAKER: Mrs. Norman Hanson recently made a dive of 226 ft. to the ocean floor off Avalon, California, bettering by 68 ft. the world record for women's deep-sea diving set up only a fortnight previously by Jerry Lee Cross off Los Angeles harbour.

7. INTO THE DEPTHS AT AVALON : Mrs. Hanson, who has set up the women's diving record

THE PENTAGON AND ITS LAGOON ON WHICH AIR FORCE POWER-BOATS PLY: The Pentagon, headquarters of the U.S. Department of Defence, was built in two years and finished in 1943 to meet the needs of America's expanding war effort. The building covers over 34 acres, and has 17½ miles of corridors. About 25,000 administrative personnel work within the Pentagon

WASHINGTON'S PENTAGON

THE NERVE CENTRE OF UNITED STATES DEFENCE

Nearly five years after the conclusion of the Second World War, the Pentagon, Headquarters of the United States Department of Defence, is working at full pressure, for this year's Defence Budget is no less than fourteen billion dollars and, despite certain big cuts in the armed services, the whole organisation of American defence is still on a monster scale. The man who rules at the Pentagon is Mr. Louis Johnson, who, since he assumed the mantle of the late James Forrestal has shown skill and pertinacity as a co-ordinator of the services. Of recent months he has had some respite from the problems that assaulted him when the Navy was in almost open revolt at the cessation of building on her latest and biggest battleship, which had to give way in the arms programme to the construction of more and yet more bombers.

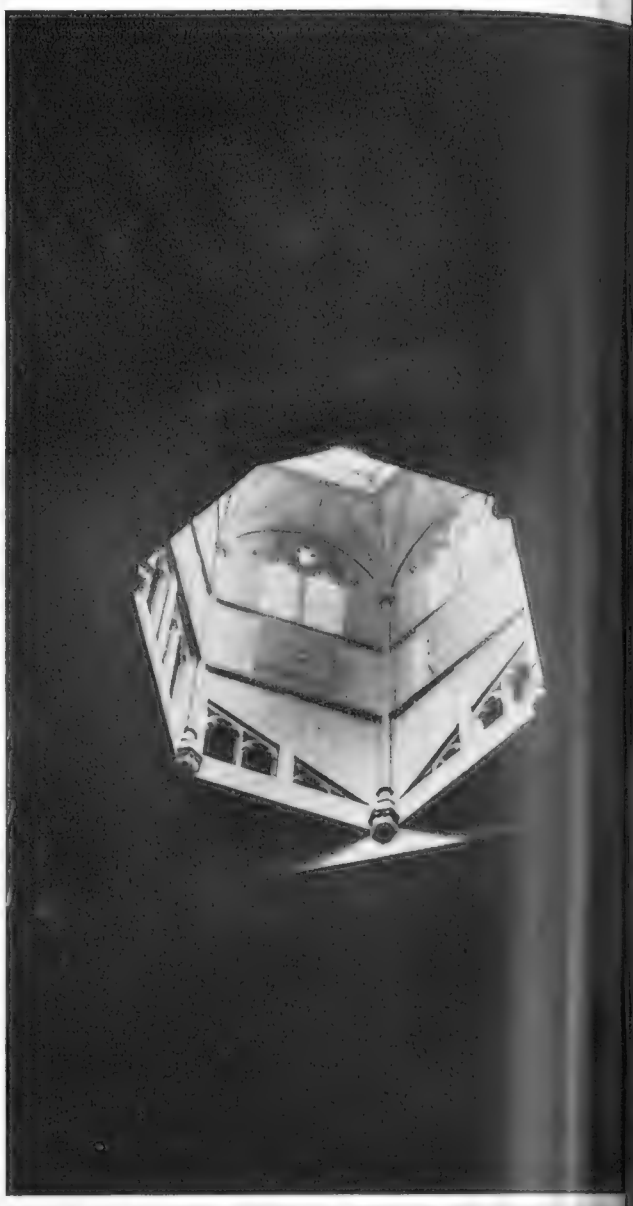
Mr. Johnson has an immense staff directly and indirectly under his control, about 25,000 people being employed at the Pentagon, and it is little wonder when it is realised that the armed forces of the United States must still be in the region of 1,500,000 men. The last published figure in 1949 revealed that there were 675,000 officers and men in the U.S. Army, 411,000 in the Air Force, 447,000 in the Navy, and 88,000 in the Marine Corps

THE PENTAGON SEEN FROM THE AIR: The celebrated building on the outskirts of Washington and its vast car parks used by a large proportion of the 25,000 people employed at the United States Defence Headquarters. In the Pentagon is the office of the Defence Minister and the offices of the Joint Chiefs of Staff

WHERE THE RECORDS OF ARMY PERSONNEL ARE FILED AND KEPT UP TO DATE: Soldier clerks at work in one of the vast offices of the Pentagon. The files in this office refer only to soldiers on the active list of the American Army

THE MAN WHO CO-ORDINATES THE THREE ARMED SERVICES: Mr. Louis Johnson, the genial Defence Secretary, whose lot it has been to keep the balance between the Army, the Navy and the Air Force In so doing he has repeatedly incurred outspoken Naval displeasure

WESTMINSTER HALL AND ITS CELEBRATED HAMMER-BEAM ROOF: The banqueting-hall as it now appears with the wartime damage to the roof made good. Wood for the roof was obtained from the Courthope Estate, the same Sussex estate where Richard II obtained the wood when he remodelled and enlarged the hall in 1398



WITHIN THE RESTORED FLÈCHE, OR SPIRE, IN THE ROOF OF WESTMINSTER HALL: It was on May 10, 1941, that the roof of Westminster Hall was set on fire by a bomb and the flèche was destroyed. Since 1947 a forest of scaffolding has extended from floor to roof, and a great army of craftsmen has been engaged on making good the damage of war, at the same time making sure that the death-watch beetle has not renewed its ravages

WESTMINSTER HALL RESTORED

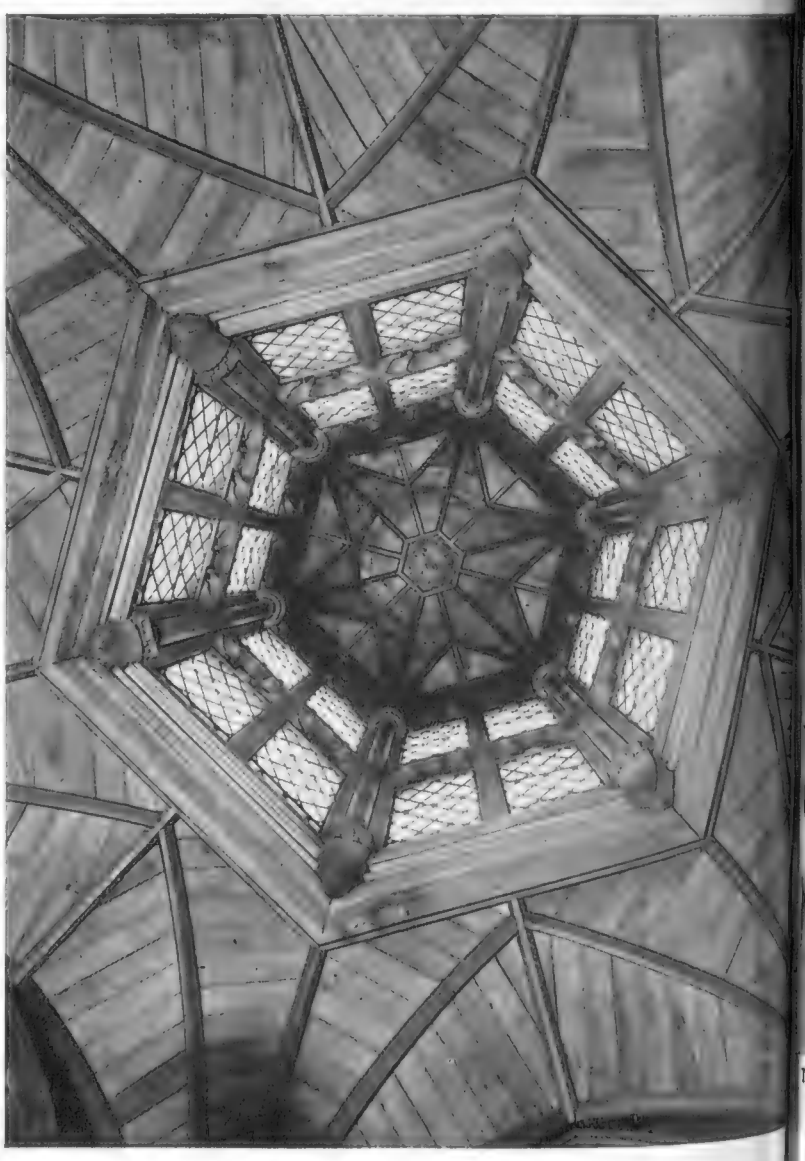
THE ORIGINAL HAMMER-BEAM ROOF, BADLY DAMAGED IN THE BLITZ, IS NOW RESTORED TO ITS OLD GLORY

Westminster Hall, once described as the most capacious hall in Christendom, the feasting-place of kings and the scene of historic trials, is now once again restored to its pristine splendour. The hammer-beam roof emerges complete and sound, with 3,000 cubic feet of timber put in to make good the havoc of the blitz.

Westminster Hall was built by William Rufus in 1097 as a banqueting hall to the Palace of Edward the Confessor. It was almost totally destroyed by fire in 1291 and it was rebuilt by Edward II. In 1398 Richard II remodelled and enlarged the hall, and it was then that the famous hammer-beam roof was installed, timber being used from the Courthope Estate in Sussex. A copy of the original contract exists and states: "Bought for the King for this hall at Westminster great oaks from Courthope at Wadhurst." It is oak from this same estate that has been used for the restoration, the supplier being the Lord Courthope who was a former Assistant Controller of Timber Supplies and is chairman of the Forestry Consultative Committee for England

The hammer-beam roof has been restored at various times in its history, and between 1920 and 1923 it had to be strengthened with steel.

Of the many outstanding events in the history of the hall one of the first was the Great Feast on New Year's Day, 1236, when Henry II is said to have feasted 6,000 poor people, no fewer than 30,000 dishes being laid on the table. In the same year, when the Thames overflowed, it is said that wherries were rowed into Westminster Hall. While Westminster Hall was continually used for banquets, it was also the practice to utilise it as a court of law, and it was there that William Wallace was tried in 1305. Strangely enough another captive, King John of France, was royally entertained in the same place. The Duke of Buckingham, St. Thomas More, the Duke of Suffolk (father of Lady Jane Grey), the Earl of Essex, Guy Fawkes and his confederates, the Earl of Strafford, Charles I, the Seven Bishops, and Warren Hastings all faced their accusers in this same historic place. The hall was not restricted to State trials, and when not in use for festive occasions it was divided into a number of courts, among them the Common Pleas, the King's Bench, and the Lord Chancellor's. The courts were divided from one another only by low partitions, and any vacant space was occupied by shops. Law and other books were sold at these shops, but in the eighteenth century it was also possible to purchase pictures, jellies, sweetmeats, toys, millinery, coffee and ale. The courts were not removed to the Strand until 1882, and the strange association of bench and counter must have continued until late into the nineteenth century.



Right—THE CAMERA LOOKS UPWARDS FROM THE FLOOR OF WESTMINSTER HALL: It reveals the carved oak boss at the base of the spire, and leaded-light windows

THE RENOVATED SPIRE OF WESTMINSTER HALL: Workmen are seen engaged in removing the scaffolding as the task of restoration draws to an end after nearly three years work

THE ROOF OF WESTMINSTER HALL AND THE ADJOINING VICTORIA TOWER: The Victoria Tower is itself heavily clothed with scaffolding owing to the serious decline in the stonework, which has become a victim of London's atmosphere. It was built in far-from-hard-wearing stone

THE LEADEN EXTERIOR OF THE NEW SPIRE: A craftsman engaged in dressing the lead above one of the mullioned windows which brings light to the interior of Westminster Hall

ANGEL FIGURES STAND AT THE TERMINALS OF THE HAMMER-BEAM ROOF: This unique method of construction once gave the hall the distinction of being the largest hall in Europe unsupported by pillars, but the technique of modern concreting has probably changed all that. Many of the men who have achieved the restoration of Westminster Hall are veterans, as there are few young craftsmen in wood of sufficient skill

ROCHESTER and DICKENS

A PLAN TO PRESERVE HOUSES ASSOCIATED WITH THE GREAT NOVELS

THE PLAQUE ON RESTORATION HOUSE, ROCHESTER : It records that Charles II stayed there on the night of his restoration and that it was the Satis House of *Great Expectations*. Similar plaques mark most of the historic houses in the city, particularly those associated with Dickens's novels. There is a plan on foot to raise a world-wide fund in order that grants may be made to any houses with Dickensian links which may become in need of repair

WHERE MISS HAVISHAM, OF "GREAT EXPECTATIONS," SHUT HERSELF AWAY FROM THE WORLD : Restoration House, Rochester, the Satis House of Dickens's novel. It must not be confused with the real Satis House at Rochester, the residence of Richard Watts on Boley Hill, near the Castle, where Watts received Queen Elizabeth in 1573. It was Richard Watts who founded the famous charity to which Dickens referred in his *Tale of the Seven Poor Travellers*

THREE BUILDINGS WITH DICKENSIAN ASSOCIATIONS IN THE HEART OF OLD ROCHESTER : *Left*—Mr. Sapsey's house (referred to in *Edwin Drood*) and Uncle Tumblechook's House (*Great Expectations*) stand side by side in the High Street. *Centre*—A more general view of the historic High Street taken from the vicinity of the two houses. *Right*—Eastgate House, built by Sir Peter Buck in 1590-91, was called Westgate House by Dickens in *The Pickwick Papers* and the Nuns House in *Edwin Drood*. It is now Rochester Museum. Eastgate House has a Dickens room and library and many important relics of the great Victorian novelist

Charles Dickens, who was born in Commercial Road, Landport, Portsea, moved to the Rochester and Chatham area with his parents when his father, a clerk in the Navy Pay Office, received a transfer in 1816. The family remained there six years; in fact, until the winter of 1822-23, when young Charles was ten, and then they all moved to London, John Dickens having been recalled to Somerset House. Later in life Dickens renewed his association with the Medway cities, when he made his home at Gads Hill Place from 1856 until his death in 1870. It is little wonder then that Rochester, Chatham, Strood, and many other places in the area are strong in their Dickensian associations, to an even greater degree, perhaps, than Southwark, which also provides the setting for so many of the novels, notably those that touch upon the horrors of the Marshalsea Prison.

The Rochester Dickens Fellowship is taking steps now to see that the buildings in Rochester associated with Dickens and his novels shall not be allowed to decay, and Dickens lovers all over the world are to be approached to support the fund. If the scheme is a success, owners of buildings connected with Dickens's novels will be able to obtain grants from the fund to cover the additional costs (brought about by rising prices) involved in maintaining their properties in good repair. Among the outstanding buildings in Rochester associated with Dickens is the Restoration House, which the novelist rather perversely called Satis House in *Great Expectations*, thus causing a certain confusion with Richard Watts' residence on Boley Hill.

***On right*—THE BULL HOTEL IN HIGH STREET, ROCHESTER :** Dickens mentioned it in *The Pickwick Papers* and described it as The Blue Boar Inn in *Great Expectations*

MR. WINSTON CHURCHILL'S HOME IN THE GARDEN OF ENGLAND: A distant view of Chartwell Manor, which was recently opened to the public on behalf of the Y.W.C.A. Eventually Chartwell will belong to the nation through the National Trust

CHARTWELL and PENSHURST

TWO FAMOUS KENTISH HOMES OPENED TO THE PUBLIC

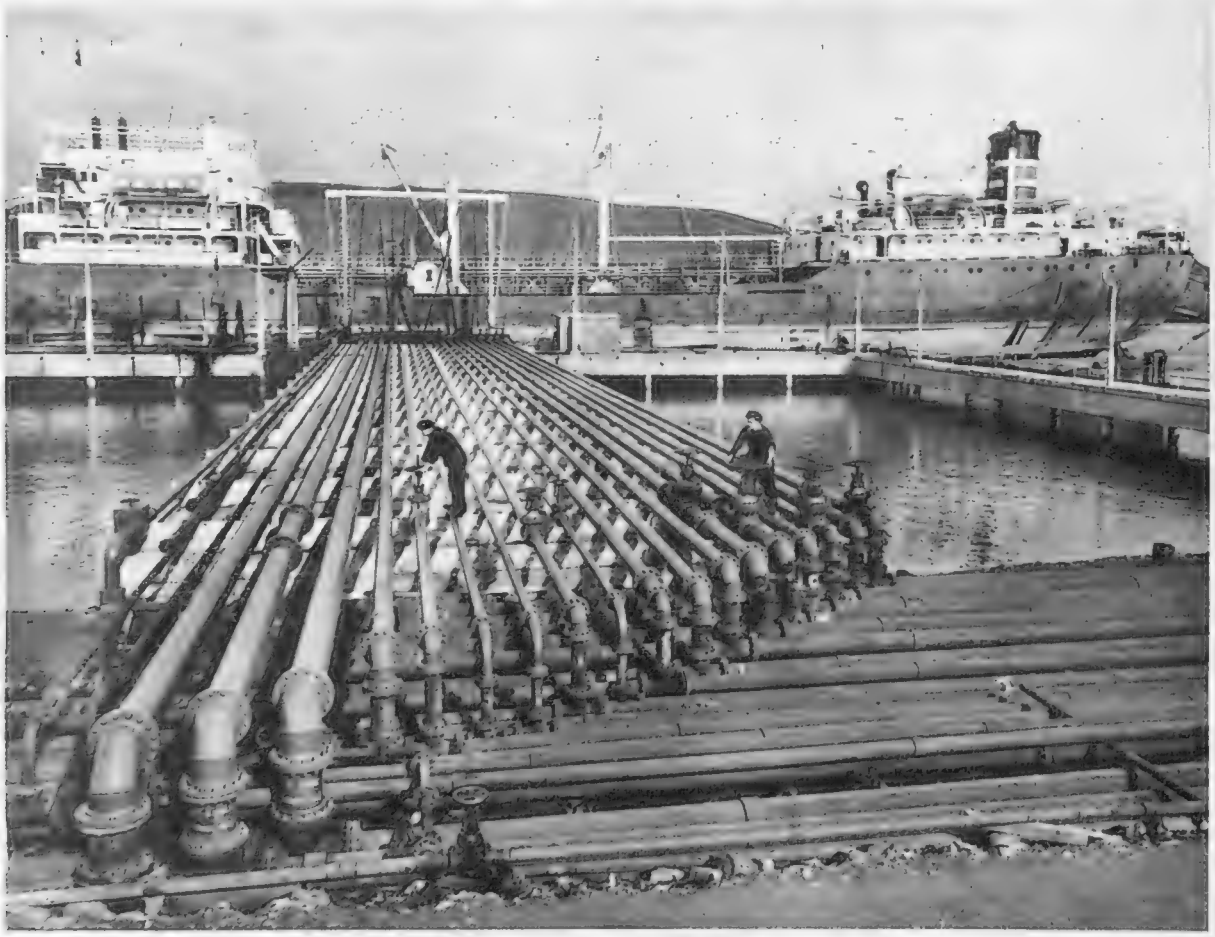
It was in 1922 that Chartwell, the 80-acre estate near Westerham, became the country home of Mr. Winston Churchill. In the Manor House Mr. Churchill built a studio for the pursuit of his hobby of painting, and in the grounds he has practised that other hobby of his, bricklaying. In 1946 a group of friends bought the house and estate with a view to presenting them to the National Trust after Mr. Churchill's lifetime. Also at Westerham is the National Trust property Quebec House, at one time the home of Wolfe, hero of Quebec. It contains many relics of the great soldier, and appears much as it was in his day.

THE LOGGIA AT CHARTWELL: The frieze round the walls depicts some of the victories of the Duke of Marlborough, Churchill's ancestor

VISITORS TO CHARTWELL QUEUE UP TO SEE THE HOME OF BRITAIN'S WARTIME PREMIER: They were admitted for a shilling a time

APPLE-BLOSSOM TIME IN THE GARDENS OF PENSHURST PLACE: Penshurst has been opened to the public during the spring and summer months. This great demesne beside the Medway, has been throughout the ages the home of distinguished soldiers, and since early Tudor days it has been the home of one family, the Sidneys. The present owner, who has opened Penshurst to the public to help meet the costs of upkeep, is William, sixth Lord De L'Isle and Dudley, the former M.P. for Chelsea, who, as Major Sidney, was awarded the V.C. for his courage at Anzio. Lady De L'Isle is herself the daughter of a V.C., the late Field-Marshal Viscount Gort, commander of the British Expeditionary Force in 1939-40, and late Governor of Malta during some of the island's embattled years. Architecturally, Penshurst Place spans a period of five centuries, but somehow or other its builders achieved a remarkable unity of feeling. To the medieval "House of Pencester," which formed King Edward's gift to his father, Sir Henry Sidney, second of the line, added the north and west fronts. The celebrated King's Tower, which bears the inscription recording King Edward's gift, marked the end of Sir Henry's work. On the southern side of the house is the stone manor house which Sir John de Pulteney, a prosperous wool merchant and four times Lord Mayor of London, erected about the year 1340. Here the show-piece, indeed the show-piece of the whole building, is the Baron's Hall. It is a room of truly impressive proportions, especially in the great height and the span of the timbered roof

THE MAIN STORAGE AREA AT THE LLANDARCY OIL REFINERY IN WALES, A PLANT NOW BEING VASTLY EXPANDED WITH THE AID OF 7,250,000 DOLLARS GRANTED FROM E.C.A. FUNDS: There are seventy storage-tanks at Llandarcy, their capacity varying from 275,000 gallons to 2,500,000 gallons. The plant is operated by National Oil Refineries, a subsidiary of Anglo-Iranian, and deals with crude oil which comes from the Middle East in vessels of the British Tanker Company. Llandarcy is one of several plants being built or expanded with American aid, and thus preparing the way for Britain's self-sufficiency in oil-refining



THE TANKER "BRITISH MARQUIS" LYING AT THE LLANDARCY REFINERY'S SWANSEA JETTY: The pipe-lines on the left are used for unloading crude oil as the tanker comes in from the Middle East, while others are for the reloading of the finished products of the Llandarcy Refinery. Pipe-lines link storage-tanks on the transit side with the refinery situated four miles away

LLANDARCY SAVES DOLLARS

THE GREAT WELSH OIL REFINERY WHICH IS BEING FINANCED BY E.C.A. FUNDS

Britain's considerable dependence upon America for petrol and other products of crude oil, of which the motoring public has become painfully aware through long-continued rationing, is at last being eased as United Kingdom refinery capacity is steadily raised. There are several new projects and plant-enlargement plans now in operation in this country, and E.C.A. funds are making it possible for the companies concerned to change their sterling for dollars to buy the plant they require. Ultimately that plant will save millions of dollars.

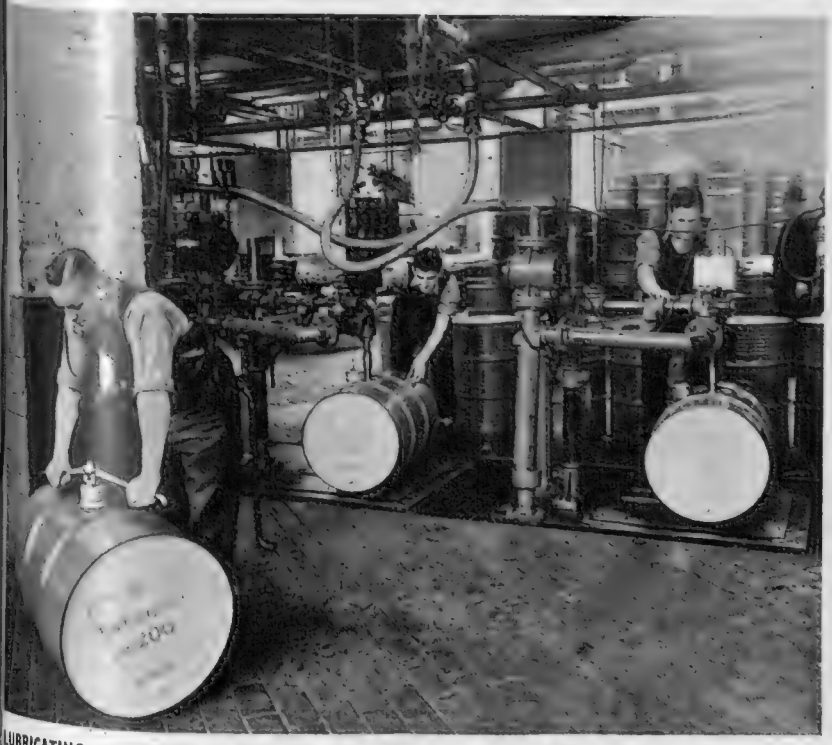
One of the great dollar-savers is the refinery at Llandarcy, between Neath and Swansea, which is the subject of pictures on these pages. This is a subsidiary of Anglo-Iranian. Another is the Shell Haven Refinery, Essex, part of the Royal Dutch Shell Group. Llandarcy is receiving 7,250,000 dollars to aid expansion, and Shell Haven is receiving 10,043,000 dollars.

In addition, the Vacuum Oil Company (a subsidiary of Socony-Vacuum Oil Company, Inc., of New York) is joining with the Powell Duffryn Group in the construction of a new refinery at Corytown, on the north bank of the Thames Estuary (not far from Shell Haven). This will, in the main, treat Middle East crude oil, the resulting products, as at Llandarcy, replacing those at present imported from dollar sources. It is hoped that Corytown will be in operation by 1953, and it will probably cost £10,000,000. As the parent company is American, it is not expected that an allocation of E.C.A. dollars will be necessary for that part of the equipment having to be bought in the U.S.A. Much of the Corytown equipment, however, will be manufactured in Britain.

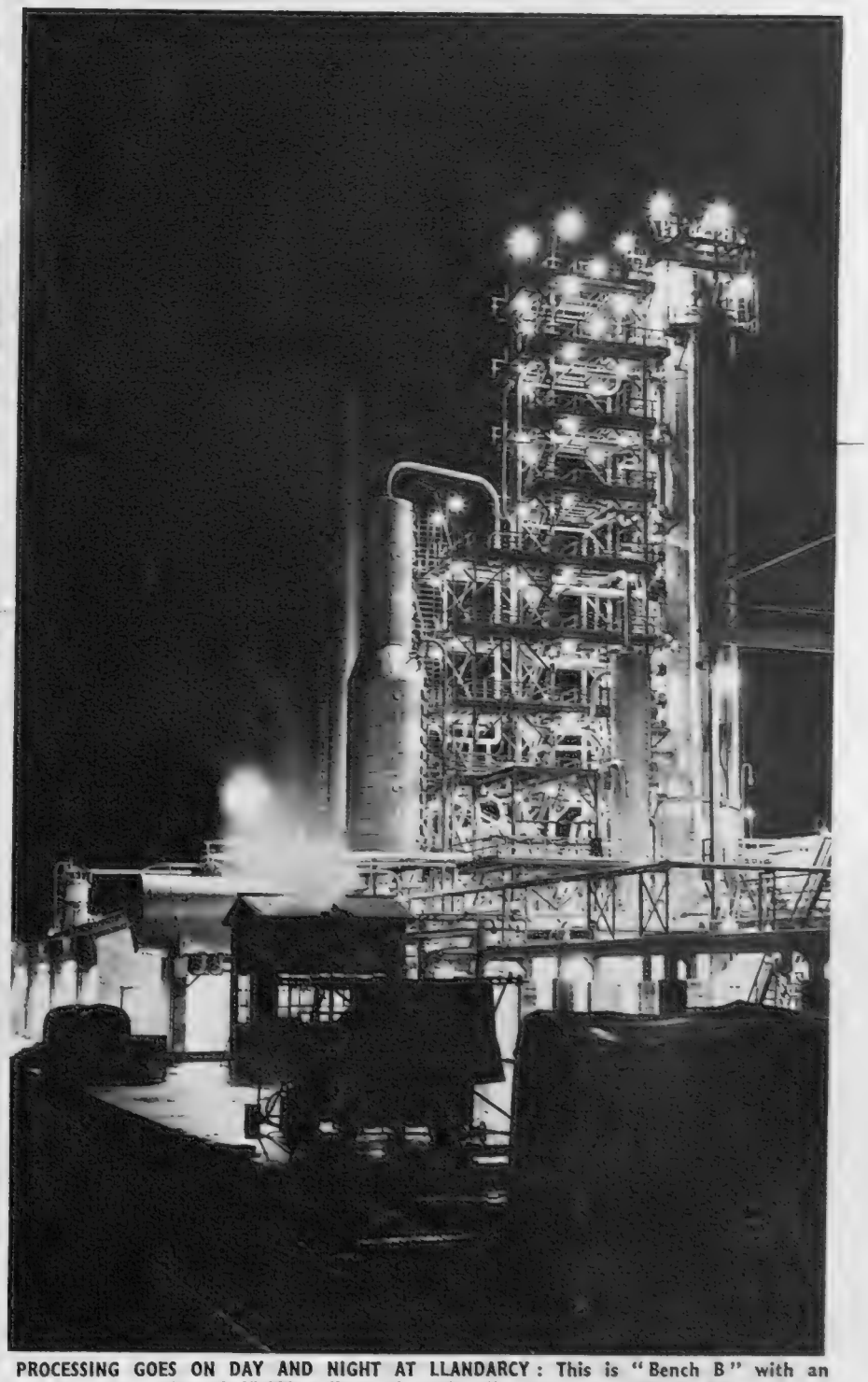
Greatest project of all is the Anglo-American Oil Company's new refinery at Fawley, near Southampton, which is being built at a cost of £37,500,000. This will be the largest refinery in Europe, and one of the most important dollar-savers in the national economy. Here again crude oil from the Middle East will be dealt with. The output at Fawley will be over 5,000,000 tons a year, which is well over double the enlarged capacity planned for the Llandarcy refinery.

NOW IN THE MIDST OF LARGE-SCALE EXPANSION: The Llandarcy Refinery which is increasing its refining capacity from 7,500 barrels per day to 43,000 barrels per day (about 2,180,000 tons per year). Products include motor-spirit, paraffin oil, Diesel oil, lubricating oils, waxes, and bitumens. To make possible the expansion programme, E.C.A. is providing the British Government with the necessary dollars for the purchase of essential equipment in America, and the company is paying the full market price in sterling

THE POWER-HOUSE AND THE MAIN DISTILLATION UNITS AT LLANDARCY: The generating plant is on the right, with a line for coal-waggons leading into the bunkers. There is a distillation unit in the centre of the picture and another on the left



LUBRICATING OIL BEING BARRELLED: The original crude oil from Abadan is now ready for marketing. Llandarcy's production of lubricating oil is being doubled under the new expansion programme, and by 1952 it should average 100,000 tons annually



PROCESSING GOES ON DAY AND NIGHT AT LLANDARCY: This is "Bench B" with an input capacity of 65,000 gallons of crude oil per hour. "Bench A" processes 13,000 gallons of crude oil per hour. 2,500 people are employed at the National Oil Refineries, Llandarcy, many of them coming from nearby Neath and Swansea

MAY-TIME TIDINGS from LONDON and the PROVINCES

A SURVEY OF THE HOME NEWS IN PICTURES

COMING OF AGE AT SADLER'S WELLS: Princess Margaret making a presentation to Ninette de Valois at a party after the gala performance in celebration of the coming of age of the Sadler's Wells Ballet Company. Standing on the right is Mrs. Attlee. Princess Margaret is President of the Sadler's Wells Foundation, and during the show she sat in the circle with Colonel James Smith, Sir John and Lady Anderson, and Lord and Lady Esher, afterwards mingling with the artists in the party on the stage. In the course of the evening Ninette de Valois appeared in her original role in Frederick Ashton's *A Wedding Bouquet*, receiving a great ovation from the audience. Links with the Russian tradition of ballet were provided by the presence of Karsavina and Lopkova

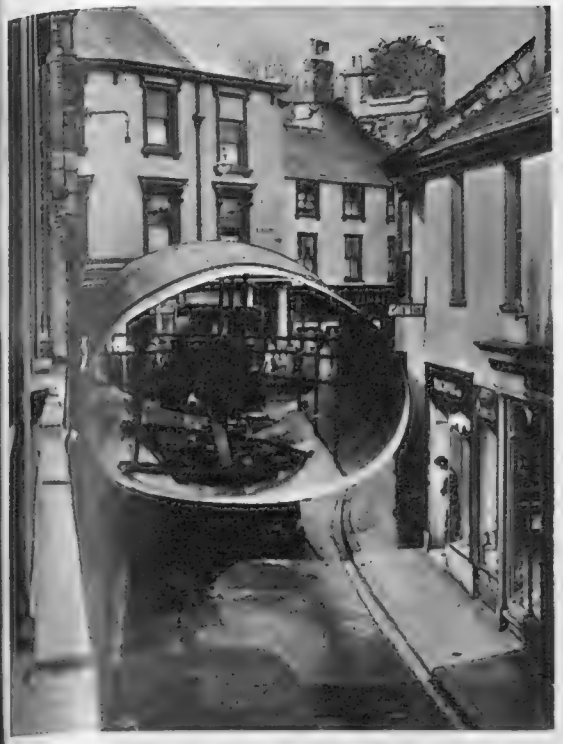
MOURNING THE LAST OF THE CORINTHIANS: Friends of the late Lord Mildmay of Flete, the amateur steeplechase rider who disappeared while bathing at Mothecombe, on the Devon coast, gathered on the cliffs at a commemorative service held near the spot where he lost his life. Mr. H. G. Studholme, Member of Parliament for the Tavistock Division, was among the mourners. Lord Mildmay will always be remembered as a fearless and enthusiastic rider, and although he never won the Grand National his performances on his fine horse Cromwell, and on Davy Jones, are now part of Aintree tradition

A SCOTTISH BREEDER OF SHETLAND PONIES WITH SOME OF HIS STOCK: Mr. Alex Davidson, of Mundurmo, Bridge of Dom, herding ponies which have been bought for use in the pits. Mr. Davidson, who bought his first Shetland pony when he was a boy of ten, is now seventy-six and "Shelties" from his string go to all parts of the world. Some have even been sent to the Shetland Isles, where they are in big demand for stud purposes

NOEL COWARD PRESENTS HIS FIRST "MUSICAL" FOR FOUR YEARS: Pat Kirkwood (centre) as the cabaret star, the central character in *Ace of Clubs*, which last week began its pre-London run at the Palace Theatre, Manchester. *Ace of Clubs*, which has what has been described as a wisp of a plot, satirises the pretentiousness of small-time cabaret. It has no chorus, but a team of clever youngsters including the "cosh" kids—a Juvenile Delinquents Trio—who on the opening night received encore after encore. Pat Kirkwood, playing her biggest part yet, is as vivacious as ever, and, where opportunity offers, shows very marked dramatic power

A BRIDGE-BUILDING REHEARSAL IN THE GARDEN OF ENGLAND: Men of the 36th Army Engineer Regiment engaged in a trial erection of the Bailey Bridge which they will put up across the Thames between the Festival of Britain Exhibition site on the South Bank and Charing Cross Underground. The supporting piles for the seven-span bridge are, at the time of writing, being driven into the bed of the Thames. 50 per cent. of the soldier engineers engaged on the bridge-construction task are National Servicemen. Their bridge will play a big part in providing easy access to the exhibition which is to open next May

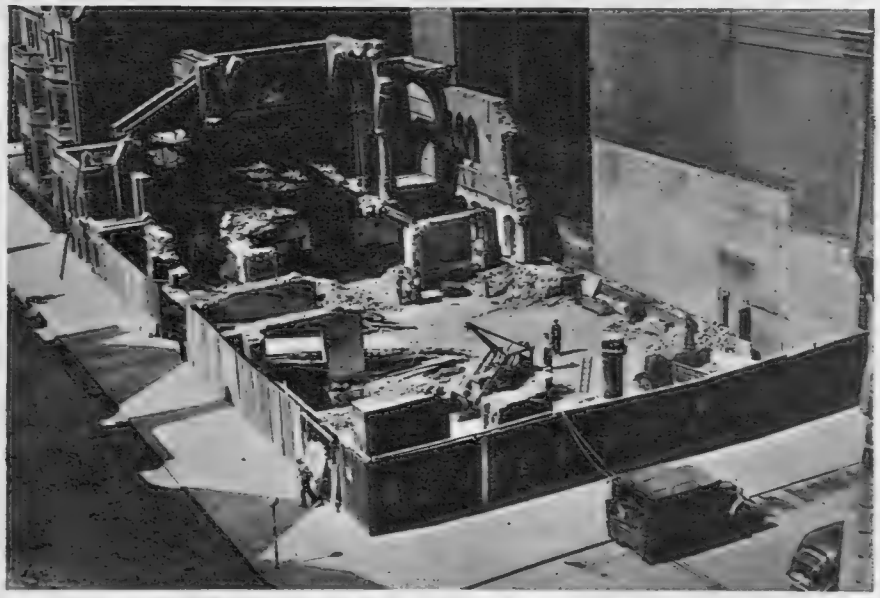
THE R.A.F. TRAINS IN MOUNTAIN RESCUE OPERATIONS IN SNOWDONIA: An "injured airman" being brought down the mountainside by members of the R.A.F. Search and Rescue Organisation. Such units, stationed at strategic points in the more mountainous regions of Britain, are manned entirely by volunteer officers and airmen, who are provided with "walkie-talkie" radio and special clothing and equipment for their tasks. They do their routine jobs on R.A.F. stations during the week and they train for mountain rescue work at week-ends



A SHIP'S FUNNEL PASSES THROUGH ONE OF THE NARROW STREETS OF BODMIN: It was en route from Newcastle-on-Tyne to Falmouth, but in taking the main London-Penzance Road it was impossible to avoid the narrow ways of Bodmin. It is probable that the alternative route through Lostwithiel and St. Austell would have landed the driver in similar difficulties

BRITAIN'S SOUTHERN GATEWAY—AN OVERHEAD VIEW IN THE SOUTHAMPTON DOCKS, SHOWING THE GIANT TERMINAL BUILDING WHICH IS NOW NEARING COMPLETION FOR THE USE OF PASSENGERS EMBARKING ON AND DISEMBARKING FROM THE "QUEEN" LINERS: It is hoped the terminal will be ready this summer to deal with the thousands of passengers who will be visiting Britain. From the pent-house roof of the building visitors will be able to watch the arrival and departure of the great liners, while the luxury halls and lounges will serve as a meeting-place for friends. The building is in some respects reminiscent of the terminal built at Cherbourg between the wars. In the berth opposite the terminal, towers the giant bulk of the *Queen Elizabeth*, which, following overhaul, is once again running an express shuttle service across the Atlantic with her sister-ship *Queen Mary*

THE RETURN OF H.M.S. "EURYALUS" AFTER SERVING FOR TWO YEARS WITH THE MEDITERRANEAN FLEET: The Dido-class cruiser flying her paying-off pennant as she steamed into Plymouth at the end of her commission, there to receive a great welcome from relatives of the crew who gathered on the quayside. The *Euryalus* is a cruiser of 5,450 tons and a sister-ship of *Argonaut*, *Cleopatra*, *Phœbe*, *Sirius* and *Dido* the nameship of the class



DEMOLISHING THE BLITZED CHURCH OF ST. COLUMBA'S, PONT STREET: Workmen engaged in removing rubble from the site in preparation for the laying of the foundation-stone for the new church by the Queen on July 4. The licence under which the work is being carried out permits reconstruction of only the lower level of Scotland's most famous kirk in London. Before the war St. Columba's was the scene of many fashionable weddings

BOWLER HATS AND ROLLED UMBRELLAS ON THE HORSE GUARDS: Army officers in civilian dress watching the Coldstream Guards mounting the guard in Whitehall. The impressive array of civilian accoutrements seemed somehow out of place in the essentially military atmosphere of London's Horse Guards

BRUCE WOODCOCK PREPARES FOR HIS COMING WORLD HEAVY-WEIGHT CHAMPIONSHIP BATTLE AGAINST LEE SAVOLD, OF AMERICA: The British Champion training at Gwyrych Castle, North Wales, where he has set up a temporary ring beside the battlemented walls. For a shilling spectators can enter the Castle grounds and see Woodcock engaged on his solo training routine or in action with his sparring partner, George Nuttall. Nuttall declared after one bout: "Although these gloves normally make boxing like pillow-fighting, Bruce was hurting, and I have never known him hit so hard." Woodcock has offered £100 to any sparring partner who can knock him down, but the chances seem slender indeed. Savold is in training at Scarborough, where many thousands of visitors have flocked into the town at week-ends

CROYDON'S MIGHTY POWER STATION

The Progress of the New Plant

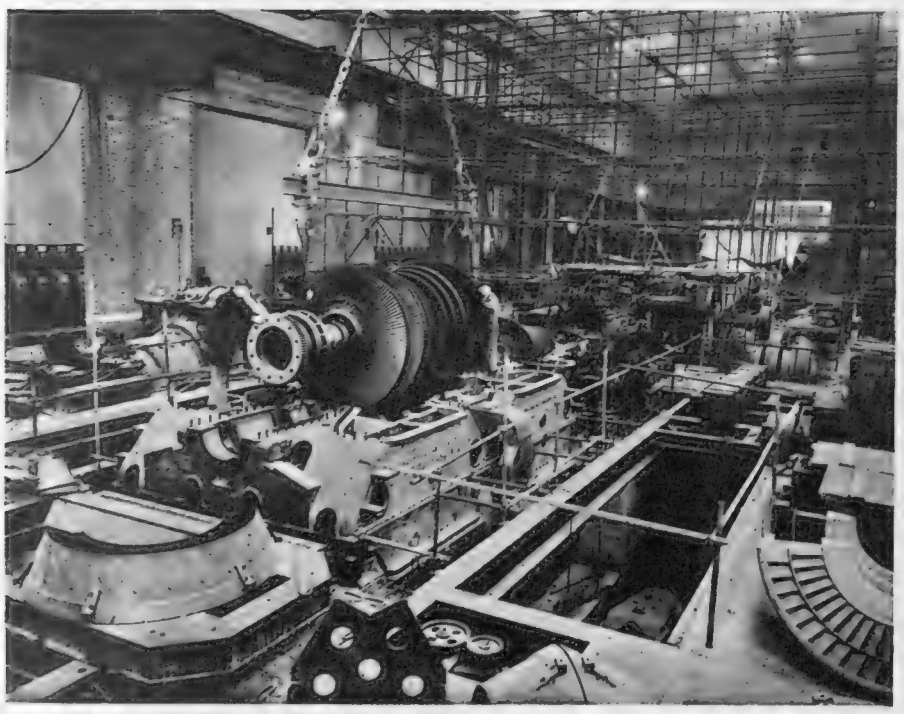
THE TURBINE HALL OF THE NEW POWER STATION: The eight boilers at Waddon will consume 1,000 tons of coal per day and precautions are being taken to see that grit does not spread far and wide over the Croydon housing area

On *right* — CONDENSERS AND EXTRACTION PUMPS FOR THE 50,000-KILOWATT TURBO-ALTERNATORS: The surface area within the condenser is 52,500 sq. ft. and there are 10,300 tubes in each

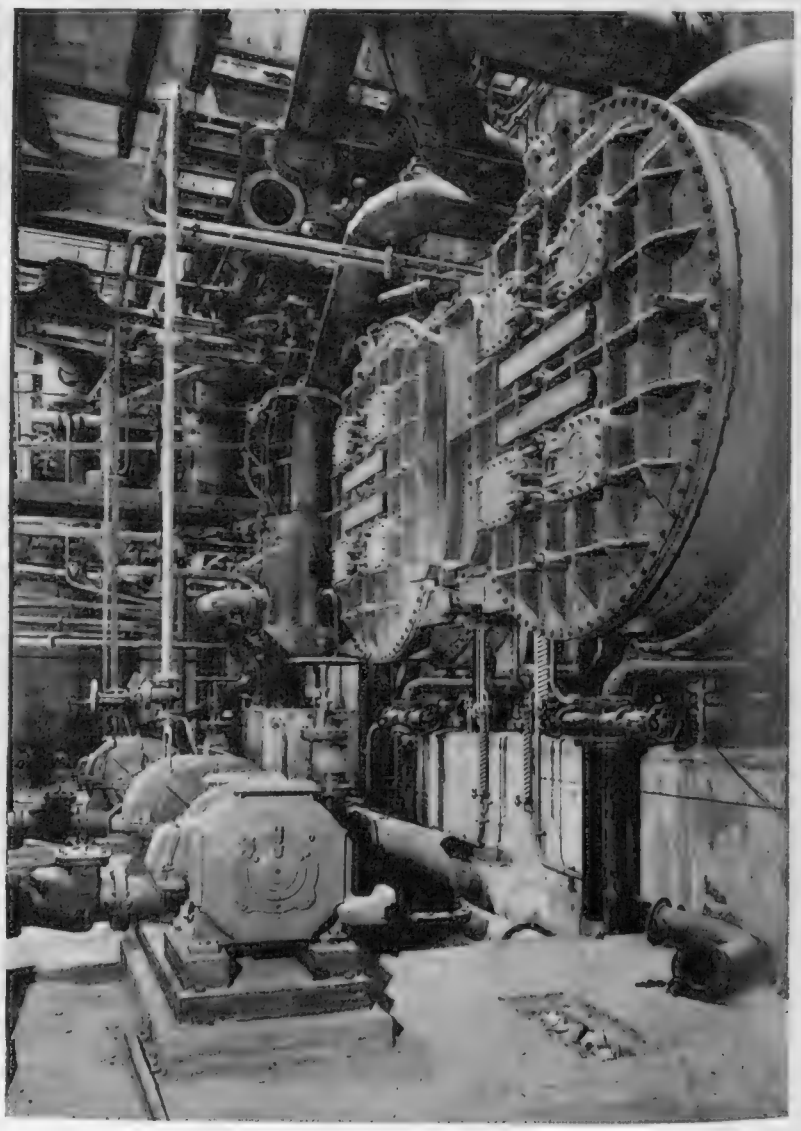
THE SKELETON FRAMEWORK OF THE NEW BUILDING BEGINS TO BE CLOTHED WITH BRICKWORK: A general view of the new Croydon Power Station at Waddon, with its chimneys each towering to a height of 300 ft.

NEW LANDMARKS ALONG PURLEY WAY: The 230-ft.-high cooling towers at the Waddon Power Station. Each of them is built to hold 2,250,000 gallons

Plans for the extension of Britain's electrical power resources between 1948 and 1952, constituting a five-year programme of immense potentialities, have gone ahead steadily. The goal is thirty-one new generating stations by 1952, developing nearly 10,000,000 k.w. The total cost may even exceed the £450,000,000 envisaged. By the end of 1950 eighteen of the new stations should be in operation, and possibly the new Croydon station at Waddon will be among them. Waddon will supply current to the grid throughout South-East England. Its first four turbo-alternators to come into operation are each of 50,000 k.w. capacity. They will generate 11,000 volts, stepping up by unit transformers to 33,000 and 132,000 volts. A feature at Croydon, as at Kingston, is the provision of an up-to-date cleansing plant, the absence of which at some other Thames-side stations is a grave inconvenience for all who live in the vicinity and have to live beneath the resulting black pall of grit. The Croydon station, situated near the Airport, lacks the river transport facilities of many of the London plants, and in consequence it is being provided with large railway sidings.



A LOW-PRESSURE TURBINE ROTOR BEING MANŒUVRED INTO POSITION: This vast spindle weighs 21 tons. Two men are seen engaged in adjusting its position as it is steadily lowered from the travelling crane overhead. The Metropolitan Vickers Company is responsible for much of the equipment at Croydon, as also in the other new power stations which are at present rising in so many parts of the country



STAGE and BALLET

"THE HOLLY AND THE IVY" AT THE DUCHESS: MOIRA SHEARER AND ROLAND PETIT IN PARIS

"THE HOLLY AND THE IVY" TRANSFERS TO THE WEST END: Aunt Bridget (Maureen Delany) and Aunt Lydia (Margaret Malstan) question Margaret (Daphne Arthur) about her life in London and ask her to come home to take her sister's place in the Norfolk vicarage. This is a scene from Act II of Wynyard Browne's play which, after a successful debut at the Lyric, Hammersmith, has now established itself at the Duchess Theatre

MOIRA SHEARER AND ROLAND PETIT REHEARSE THE BALLET "CARMEN": The English ballerina and her partner preparing for their appearance at the Marigny Theatre, Paris

"DO YOU KNOW, WE HAVE FOUND OVER A THOUSAND SERMONS!" The Vicar (Herbert Lomas) tells his family of a discovery he and his elder daughter have made when going through his study. In *The Holly and the Ivy* Jane Baxter (centre background) plays the part of the elder sister torn between her devotion to her father and the prospect of marriage, while Maureen Delany and Margaret Malstan play the rich character parts of the two aunts who have come to stay for Christmas and have brought with them a mass of good advice for the family. Wynyard Browne reveals himself in this play as a writer of more than ordinary promise with a gift for authentic dialogue and a rich sense of characterisation. The essence of the story is the seeming failure of the vicar to understand his children and to talk with them on level terms, "just because he is a parson," as his son rather brutally puts it. But at the climax, when he realises the measure of truth in their allegations and the possible extent of his own failure as a father, the Vicar reveals to his second daughter that true understanding really is there and that, in fact, they talk very much the same language. Jane Baxter, who has had the misfortune in the past few years to have a number of second-rate parts thrust in her way, is very effective as the dutiful daughter, and Herbert Lomas, in his long career which began in *The Winter's Tale* in 1906, has seldom been seen to greater advantage than as the talkative, rather head-in-air, vicar, ever seeking after truth

MOIRA SHEARER IN PARIS: The ballerina rehearsing for her part in *Carmen* at the Marigny. Her appearance in the film *The Red Shoes* brought her a strong Continental following

On right—**PARISIAN DEBUT: Moira Shearer and Roland Petit at the Marigny Theatre. Roland Petit, as a choreographer, has some very distinct views on the presentation of ballet, views which by no means enjoy general acceptance. But he is not by a long way the first choreographer to stage a revolt against the tyranny of music over dancing. M. Lifar was one of the pioneers of this revolt, and followers of ballet will remember how in *Icare* he substituted a miscellaneous collection of percussion instruments, including lengths of gas-piping and bits of sand-paper, for an orchestra. M. Lichine eliminated the orchestra altogether, presenting *La Creation* in dead silence. In M. Petit's new ballet, *Ballabile*, one critic declares in some despair:—"The choreographer does not dispense with music, he merely ignores it"**

New Lamps and Old

STATELY HOMES, CENTRES of GOVERNMENT

A New View of England's Ancestral Mansions By JOHN GORE

STATELY HOMES OF ENGLAND.—In my childhood (late Victorian), in my walks abroad in London with our governess, we sometimes encountered a shabby man grinding a barrel-organ and suing for pennies. In lieu of the usual monkey, the roof of the machine bore the legend: "Viscount H——." Our governess was nuts on *Debrett* and a past-mistress in all the ramifications of the peerage, which she admired "next idolatry." She would explain to us whose eldest son Viscount H—— was (or claimed to be), and she would shake her head and say: "Nothing could be worse for the peerage; it oughtn't to be allowed; it 's a slur on the aristocracy."

She felt much the same when she read out to us *The Master of Ballantrae*, and could hardly endure to read the passage which described the Master in America sitting cross-legged beneath the legend "Clothes neatly clouted." Whatever the pedigree of "Viscount H——," the "Master" was indeed his father's legitimate eldest son, even if outlawed. These matters, fact or fiction, deeply affected our governess. It is well for her that she did not live to see this day. For all over England, the caps are set out for pennies, and the noblemen who still own (and sometimes occupy a part of) their stately homes, use those palaces much as Viscount H—— used his barrel-organ and his title. It wouldn't have done for our governess. Her heart would have bled for the aristocracy and its *panache*.

The stately homes of England have had plenty of publicity from masters of prose and verse for generations. Time was when history was made in them and legislation planned in them. They were the cradles of statesmen and the "offices," for the greater part of the year, of the ruling clique. But the public which gapes in those vast saloons to-day and stares up at those canvas acres of fat, naked women, of equestrian generals and the scenes of their carnages, of noble ancestors in trunk hose and ermine robes and knee breeches, are less interested in the sober history of the house than in the social gossip attached to it. Modern publicity, here as elsewhere, concentrates on the "human story" and uses all that scandal and rumour have concreted into legend. "From this door, Lady Phillida eloped," "this is the notorious Duchess Amelia, who, legend avers . . ." Still more attractive to them is the chance of a peep at her present Grace's bedroom and dressing-table, or of the footwear (such as it is) of his present Grace on a shelf in his dressing-room. (At the moment his Grace is leading a special party from Manchester through the West Wing and doing what he can to push the sale of his own popular guide to his Palace.) My old governess would have shaken her bonnet off her head.

Built for Business.—These palaces are indeed blatantly large. But those sightseers of to-day (still mindful of the party propaganda of a General Election), whose gapes sometimes turn to hoots or jeers at the extravagances of the Circle of Privilege in bygone days, ought in fairness to remember that these great palaces were not built to house a single family. (Many of them, indeed, are to-day once more doing the job which they did 200 years ago, giving shelter to a diversity of creatures.) Most of them were built to house a little world, a self-contained colony of nobles, priests, tradesmen, brewers, bakers, weavers, fruit-preservers, even of "public-house" keepers and certainly of justices. Any day of the week 200 years ago a score of passers-by might "drop in" for a meal without charge and empty a couple of barrels of "old October" brewed on the premises; and on certain days the Justice-room would be full of minions of the law and offenders. The Great House was a country town, not a week-end residence; it was rather the administrative offices of local government, the petty sessional court house, the headquarters of the local forestry, agricultural and other authorities, and the residential block for diverse hierarchies of tradesmen and domestic scientists.

At only one point in the long history of these great houses could posterity's finger of scorn fairly point to the folly, myopia and showmanship of the present owner's ancestors. And that period I should put as the Edwardian Age. Then at last the writing on the wall should have been clear to read, the danger signals obvious. Myopic is not too strong a word to qualify the showmanship of those who, in the '90's and well into the new century, were still commissioning new palaces to rival the older; still adding ice-cold banqueting halls to the huge edifices in which they now lived "to themselves." For the community life was over, the original uses of the great houses had gone, and for a brief period a single family was overhoused and too luxuriously serviced in the Great House. But they could afford it still. When landowners could still dispose of the bulk of their revenues, the cost of the internal economy of a great house was not a major item. A footman or housemaid more or less, two or three in the stillroom . . .? Well, "a feller must have a biscuit," and it didn't matter one way or t'other. Moreover, the market to supply the demand was still large. There were 2,000,000 adults in England in domestic service with no great desire to be directed into other industries.

And a spacious house cried out for gracious living. Unless it could achieve that smooth, silent service and the sweets of civilisation, it would have been handicapped in what (in Edwardian times) had become almost the last of its vital, justifying functions—its ability to radiate a high and uplifting influence, often in political, and always in social life. If it did that in Edwardian times, its luxury was justified. If it failed to do so, its luxury was mere showmanship and selfishness, and merits our censure.

Museum Pieces.—When, after a second World War, economic stress made such graceful living impossible, the great country houses of England lost the last of their original uses. They are to-day museum pieces, white elephants too large for use or exhibition. Not all these great palaces belonged to the aristocracy noticed in *Debrett's Peerage*. But all of them were bound up with hereditary succession. The hereditary peerage was based on land ownership. The Great House was no less so based.

Economic conditions have given its death blow to the Great House; the hereditary peerage system survives. The "upper floors" of that antiquated structure are no longer in use. We have a stay-put in the creation of dukes, marquesses, and even earls. But the "Barons' Hall" is still much frequented. I have got very few "bees in my bonnet." I am no iconoclast. I like old things, old institutions, old traditions. But the continued creation of hereditary peerages is, I admit, my "King Charles's head." Every use for which it was originally designed is (as with the great houses) gone. It is not, it never was, essential either to support the monarchy or to recruit the second chamber. A stroke-of-the-pen-legislature could switch to life peerages (it has already done so in a small way) or to senatorships, and, God knows, we are quite familiar with new and radical Acts of Parliament.

Yet still the anomaly persists, the absurdity is perpetuated, and more than half of those whom the Sovereign "delights to honour" in this way receive the honour with distaste as a direct contradiction of the principles of democracy which they preach; and often enough their wives and children also regard the honour as one which may cost them their happy relationship with their friends, or otherwise interfere with their chosen way of life.

It is true that a "courtesy title" no longer affords a young person any advantage, possibly the reverse. But the very basis of "equality of opportunity" is that every child should start out on the same level and win his title to distinction, if he can, off his own bat. That a very few should still be entitled to make our laws by right of birth is an outrageous anomaly.

FROGMORE GARDENS, WINDSOR, OPENED TO THE PUBLIC IN AID OF CHARITY: Permission was given by the King for the gardens to be opened to the public on two days in April, the admission fees going to the National Gardens Scheme for the Retired District Nurses' Benefit Fund and the National Trust's Garden Scheme. The King and Queen lived at Frogmore for a short while when they were Duke and Duchess of York

THE CELEBRATED ADAM ROOM AT KEN WOOD: This is one of the great showpieces of Ken Wood House, Hampstead Heath, the mansion which Lord Iveagh left to the nation and which was reopened to the public last week. *On left*—**THE ADAM PORTICO AND NORTH FRONT OF KEN WOOD.** A year ago the London County Council became the administrative trustee for the mansion and, since then, the building, which had been damaged in the war, has been restored and the pictures rehung. As yet, only the ground floor of the house is open. The paintings at Ken Wood, constituting an important collection of the English School, include first-rate examples of the work of Reynolds, Romney and Gainsborough

THE WORLD OF ART

THE P.R.A. AT WORK—SOME NOTABLE LONDON EXHIBITIONS

SIR GERALD KELLY, PRESIDENT OF THE ROYAL ACADEMY, AT WORK IN HIS STUDIO : Sir Gerald, who succeeded Sir Alfred Munnings as P.R.A. in 1949, has just held his first Academy dinner. On easels behind Sir Gerald in this picture is an unfinished portrait of Lady Kelly and another unfinished portrait of a Cambodian dancer from Angkor

THE PRESIDENT OF THE ROYAL ACADEMY AT WORK : Sir Gerald Kelly in his London studio. At this year's academy dinner, the second post-war dinner held at Burlington House, Sir Gerald told his audience of the Royal Academy's plans this Autumn for an Exhibition of European Art, and in 1951 for an Exhibition of German Art. Sir Gerald, who is seventy-one this year, remains one of our most outstanding portrait painters. In 1945 he painted the State portraits of the King and Queen

THE ART OF BERTHE MORISOT : The French Ambassador to London, M. Rene Massigli, with Madame Ernest Rouart, daughter of Berthe Morisot (1841-1895), the artist, during a visit to the exhibition of paintings and drawings by Berthe Morisot, held under the auspices of the Arts Council of Britain, at the Matthiesen Galleries in New Bond Street. They are standing beside the painting "Paule Gobillard with her Dog" (1887). The art of Berthe Morisot has been little seen in Britain, and is poorly represented in collections

PAINTING AND SCULPTURE AT THE R.B.A. : Adrian Allinson's "Dumb Limbo" and a "Madonna and Child" by Rene Hetherington at the Summer Exhibition of the Royal Society of British Artists which opened recently at the Suffolk Street Galleries, Pall Mall. Here is featured the work of young artists who have been holding special exhibitions during the last year under the auspices of the R.B.A. They have chosen six of the best painters from the recent Open Assembly and invited them to send in, and also six from that now very flourishing institution "The Young Contemporaries," who have been organised with the help and encouragement of the R.B.A. An outstanding feature of the present exhibition is the collection of works of Ethel Gabain (Mrs. John Copley), who died recently

GEORGIAN ENGLAND REVEALED IN ART : The changed face of London and the counties is epitomised in the bi-centennial exhibition of 150 pictures and prints illustrative of contemporary scenes and events of the eighteenth century at the Parker Gallery in Albemarle Street, London, W., in celebration of the 200th anniversary of the gallery's foundation. The pictures depict the royal palaces and parks, theatres and other famous buildings in the City of London and the City of Westminster, military, naval and maritime incidents, sporting events and historical episodes in the United States and Canada during the reigns of George II and George III

The World of Books—By VERNON FANE

THE GUSTO OF MR. BEMELMANS

An Engaging Story of a Village in Tyrol—Henry Green's Comedy of Manners

I WAS surprised the other day to find that my approach to Mr. Ludwig Bemelmans' novels was that of a man confronted with an appetising meal, not a home-cooked one, to be sure, but a dinner such as one might be served in a restaurant that was reasonable, in spite of its brightly-decorated walls. THE SNOW MOUNTAIN (Hamish Hamilton. 10s. 6d.), his latest book, merely confirmed this odd feeling, and if I did not actually lick my lips over it, that may be because there are still some manners left even the far side of the 5s. limit.

Mr. Bemelmans' story is about a village in Tyrol, where even Vorarlbergers are regarded as strangers, and city folk as exotic in the highest degree. If it has a hero, it is the taciturn innkeeper, Arbogast Tannegg, and if it has a villain, it is Herr Haberdietzl, the local turncoat, but such definite black-and-white differentiations are not in the mood of the author's writing, and his characters are as complex and yet as credible as the people in any community that we know ourselves. Their mountain situation and the violence of the seasons' changes mould them a little, but by and large they are just people who live their own lives, survive a war that leaves them richer or poorer or bereft, and get on with the business of births, deaths and marriages. To their chronicle Mr. Bemelmans brings his expected gusto, and the vitality and gaiety that make his books such excellent fare.

Mr. Henry Green's novel has gaiety, too, even if it is on a sharper note, and even if his wit is distinct from good humour. He has called his book NOTHING (Hogarth Press. 8s. 6d.), and nothing is precisely what his characters would be worth if they were human beings. As they are not human beings, but delightfully absurd and less delightfully malicious creations, the novel is most entertaining. It is essentially a comedy of manners, written with elegance and, in spite of the eccentricities which may irritate some readers, with real originality. A personable widower with a debutante daughter and an attractive widow with a grown-up son and a little daughter have known each other for many years, but only come to what used to be called an understanding when their respective children fall out. Both of them are worldly, both cynical under their agreeable veneer. They are astute, incapable of love and "devoted" to their friends. The London scene is charmingly set, or, rather, indicated, for Mr. Green is never the man for emphasis, and the social interchanges, flippant or revealing or merely peevish, are rendered with an art that is all the better for being *sui generis*.

There could scarcely be a greater contrast than between the last novel and the theme of Miss Myrtle Johnston's A ROBIN REDBREAST IN A CAGE (Heinemann. 9s. 6d.), which illustrates social consciences rather than social peccadilloes, and which has a latent though positive fervour behind its writing. Its plot is simple; its implications subtle. A young man with most of the world's gifts—breeding, good looks, fortune and courage—kills a tramp, but is acquitted on last-minute evidence, which is perjured. A young woman who has had beauty and a memorable singing voice spends her life as a prison wardress for the satisfaction it gives her to see the guilty punished, since her voice was lost and her skin horribly scarred under torture.

These two meet, find some perhaps explicable attraction, and snatches of comfort together, but the fates, as inexorably as Hardy's President of the Immortals, catch up with them. The girl murders the man and goes back to prison on the other side of the bars. This book escapes the label of melodrama by its balance and sensitivity. It is strong and quite haunting.

SHADY CLOISTER (Macmillan. 9s. 6d.) has less tension about it, but its own kind of sincerity. It is the story of a girls' school, and if anyone sees shades of Arthur Marshall, let me assure them at once that scarcely one of the mistresses is grotesque, that one at least of them is extremely pretty and young, and that the girls themselves show no disposition to shoot with catapults. On the contrary, this is a reasoned, very human and very engaging story of life in this particular kind of staff sitting-room, leavened with humour and with an admirable understanding of a delicate and demanding job. Winifred Lear evidently knows her subject and, as evidently, brings an extra humour and affection to bear on it.

One of the most difficult of mental exercises is to try to achieve objectivity, and never more so, it seems to me, than when I read a novel with a setting that I know and love. The more familiar the place, and

PRESENTING THE BACH BOW: Emil Telmanyi using the soft curved convex bow which, because it can lie on all four strings simultaneously, is specially adapted for the interpretation of Bach's music, which apparently suffers considerably when the more normal concave-type bow is used. Mr. Telmanyi will be using the bow at the Edinburgh Festival when he gives his Bach recital at the Freemasons' Hall on August 22

the more affectionate the description, the more any critical faculties tend to be diffused in remembrance. I have always liked Toulon more than any town or city in France, and consequently, when I came to read Marjorie Worthington's novel THE ENCHANTED HEART (Collins. 8s. 6d.), which has that erstwhile enchanting seaport for its setting, it was difficult not to enjoy the book purely for its loving and exact descriptions, and to enjoy the rest for the sake of that part.

This author knew Toulon well, as it used to be, and that is not incidental to her story of a couple of American artists and their loves and struggles; it is essential to it. The visiting yachts of the rich, more at home in Cannes or Monte Carlo harbours, the garlic-smelling restaurants, the French warships and their shore-scurrying *vedettes*, the remote beaches and the accessible and colourful markets, all form much more than a background to what is less a novel than a sad story of times remembered.

MURDERING MR. VELFRAGE (Faber and Faber. 9s. 6d.) is a detective novel and a good one. Mr. Roy Vickers has a technique of his own in which the amateur detective and Scotland Yard start at least on apparently even chances, the first being granted flexibility and dash, and the second an extremely efficient organisation and that degree of experience which results in imperturbability. The story is exciting and as credible as most of its type, and has the great advantage, to the constant reader of this type of fiction, that one is uncertain till the very end of both the identity and motives of the killer.

There are legends which haunt about the places where old men are still able to savour a rare vintage by candle-light, and one of them is William Cory. It may be because the "O.B." was up to him at Eton, or that he wrote that old Boating Song, or was the author of

> I wept, as I remembered, how often you and I
> Had tired the sun with talking and sent him down the sky.

It is more likely to be because he was one of the most brilliant classical scholars of his generation and won all the medals and such things, and was for nearly thirty years a master at Eton.

WILLIAM CORY (Constable. 21s.) is his biography by Faith Compton Mackenzie, a great-niece. His name was Johnson and most of his achievements were gathered under that name. At the age of fifty he left Eton suddenly and changed his name to Cory. Mrs. Compton Mackenzie, whose narrative is cloudy with allusion, here becomes almost opaque, and we are left uncomfortably to deduce the reasons. Seven years later he shot off to Madeira and married a young girl of twenty who, we are led to suppose, fell in love with him. He died on the threshold of the three-score-years-and-ten, and in the odour of scholarly sanctity in Hampstead. It is to be supposed that he deserves a biography costing so much and so much, but then we live in very strange times.

It must be twenty years ago since that memorable little story of Irene Nemirovsky's, *Le Bal*, appeared, and now there is A LIFE OF CHEKHOV (Grey Walls Press. 12s. 6d.) from her pen, recalling her romanticism and the French and Russian blending of her talents. In 1942 she was arrested and deported from France by the Nazis and nothing has been heard of her since then. This book survives, and has been translated by M. Erik de Mauny. Although it must be far from the definitive biography of Chekhov, this loosely-shaped and often sentimental reconstruction yet has a quality that makes it valuable to any lover of Chekhov's writing, and that quality lies, I think, in an essential understanding of his character. It was the Russian in Irene Nemirovsky that understood him, and that was able to communicate her perceptions to us.

Mrs. Robert Henrey's book is biographical *and* auto-biographical, for in its pleasantly discursive way as it treats of the farm in Normandy, where the author spends part of the year, it reveals her own personality just as surely as the characters of the countryside she describes in every chapter. MATILDA AND THE CHICKENS (Dent. 15s.) is a book that fits into no particular category and needs no special label. It tells the story of a farm and of a tiny corner of French life, of which the component parts are not necessarily all agricultural. Piece by piece, and by telling people's stories, Mrs. Henrey builds up a picture not only of the village but of the Norman character, the local economics and, less consciously, of herself as an intelligent and warm-hearted observer. You will like this book, and, in the most palatable way in the world, you will learn a great deal from it.

SACHEVERELL IN SPAIN

A Poet Looks Upon the Peninsula

Sacheverell Sitwell, that gently nurtured poet who so obviously does not belong in spirit to this age, who so often in his books has revealed a longing for the unusual in scene and custom, now takes us on a journey to SPAIN (B. T. Batsford. 16s.). This is surely the most successful of all Mr. Sitwell's art-cum-travel books (although many may remember the enchantment of his story of *The Netherlands*); and once the reader has surmounted the short but formidable preface, with its array of grandees who helped the author on his far from Borrowesque way, he will plunge at once into some memorable prose passages, starting with the great Feria of Seville, gayest of Spain's popular festivals. In measured prose, unhurried in its descriptive power, but matching the splendour of his subject, Mr. Sitwell proceeds from province to province, neglecting no building of importance save the Escorial, that eighth wonder of the world, which he declares is part of universal knowledge. Mr. Sitwell's flair for architecture in no way mars the balance of his book, however. The everyday sights and scenes of Spain have their due place in his work, and there is a chapter on the bull-fight which shows at least what the Spaniards appreciate in their national sport, which can be a dazzling display of grace and swordsmanship or dull slaughter. Since the death of Manolete, greatest of modern matadors, many Spaniards will tell you that it is more likely to be the latter than the former. Mr. Sitwell records a visit to the Valencia bull-ring in 1948, when the death of nearly every bull was stupidly and needlessly protracted.

The author ends his wide-embracing tour in the deep south of this land which, he says, has within its borders some of the most beautiful and wonderful creations of the hand of man, and "a people who have stayed obstinately themselves through their long history, who are the same now as in the time of Strabo twenty centuries ago . . . and who fire the heart and mind of the stranger with their music and their poetry."

Two more volumes from the same publishing house and in much the same vein, though the style is hardly comparable with that of Mr. Sitwell, are Thomas H. Mason's THE ISLANDS OF IRELAND (Batsford. 16s.), which is now appearing in its third edition, and William Townsend's CANTERBURY (Batsford. 8s. 6d.), a valuable addition to the "British Cities" Series. Mr. Townsend's volume is of special value, as it takes into account the many swift and ruthless changes wrought at Canterbury during the war, when the city was the victim of one of the first of the so-called Baedeker raids.

The second volume in the "This is Ireland" Series, which Richard Hayward is writing, is ULSTER AND THE CITY OF BELFAST (Arthur Barker. 15s.). Mr. Hayward's enjoyable first volume dealt with Dublin and Leinster. In Ulster he is on his home ground, and his enthusiasm for his own province shines clear on every page. S. P. B. Mais, most prolific of all travel-writers, is the author of WE WANDER IN THE WEST (Ward Lock. 10s. 6d.), and he too has the advantage of being on his home ground, having spent a considerable part of his boyhood in the West of England. Some admirable photogravure illustrations adorn the text.

One million pilgrims, it is said, have already made the journey to Rome in this Holy Year, and no doubt there will be millions more before December. From now until September many of these pilgrims will break the journey in the little Bavarian village of Oberammergau, there to see enacted the Passion Play which is being revived for the first time since its tercentenary performance of 1934. Elisabethe H. C. Corathiel, who so well understands the world of the theatre, is the author of an admirable handbook, OBERAMMERGAU AND ITS PASSION PLAY (Burns, Oates and Washbourne. 10s. 6d.), in which she tells the story of how a plague in the Bavarian highlands and a vow by the villagers first brought the great religious drama into being. She shows, too, how the play itself has evolved through the centuries, how it is cast, rehearsed and staged; and describes the off-stage life of the villagers, for the most part farming folk and craftsmen in wood. It is a well-ordered, neatly written, and unpretentious little book which appears just at the moment when it is sure of a hearty welcome.

Latest addition to the Macdonald Classics is THE AUTOBIOGRAPHY AND JOURNALS OF BENJAMIN ROBERT HAYDON (Macdonald. 9s. 6d.). Mr. Malcolm Elwin, the editor, includes the entire text of the autobiography and has made a careful condensation from the journals between the years 1821 and 1846.

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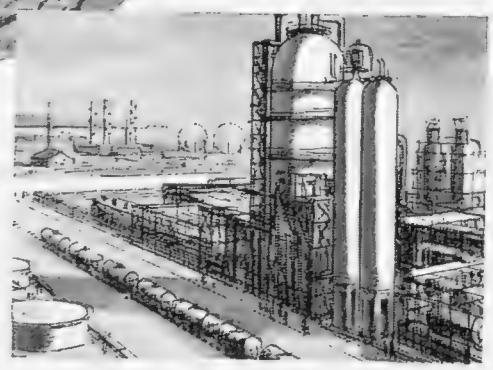

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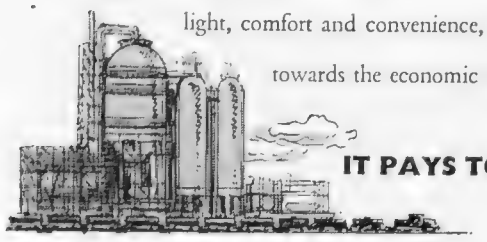

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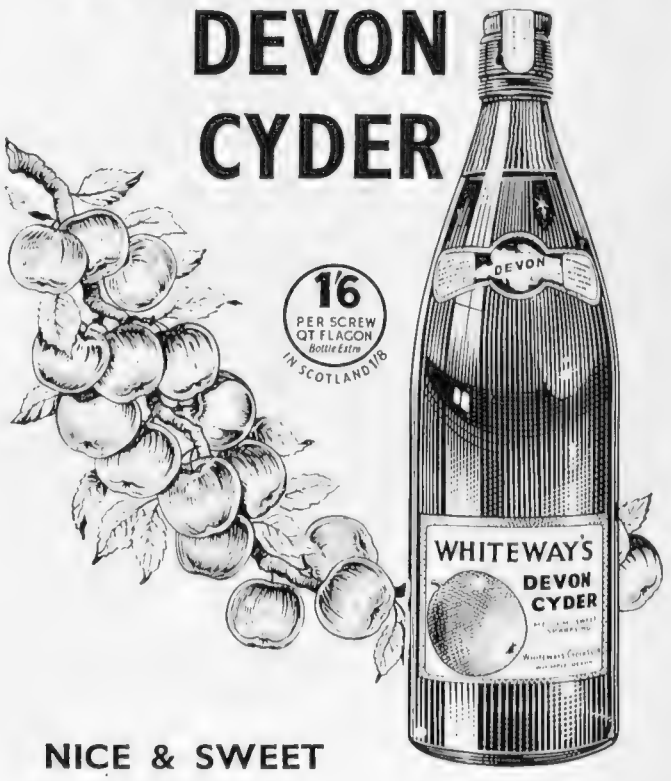

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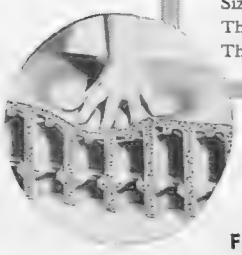

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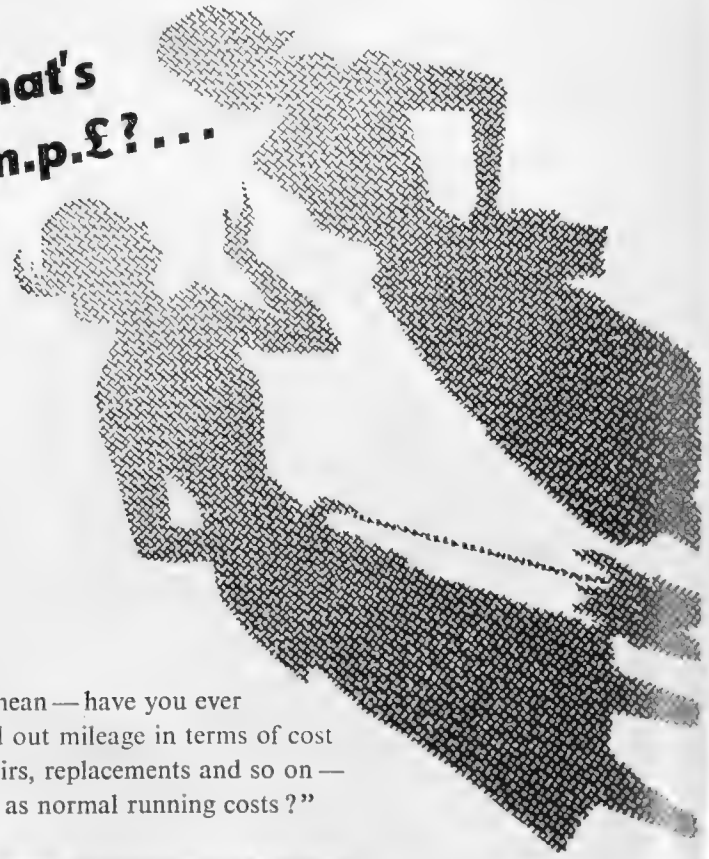

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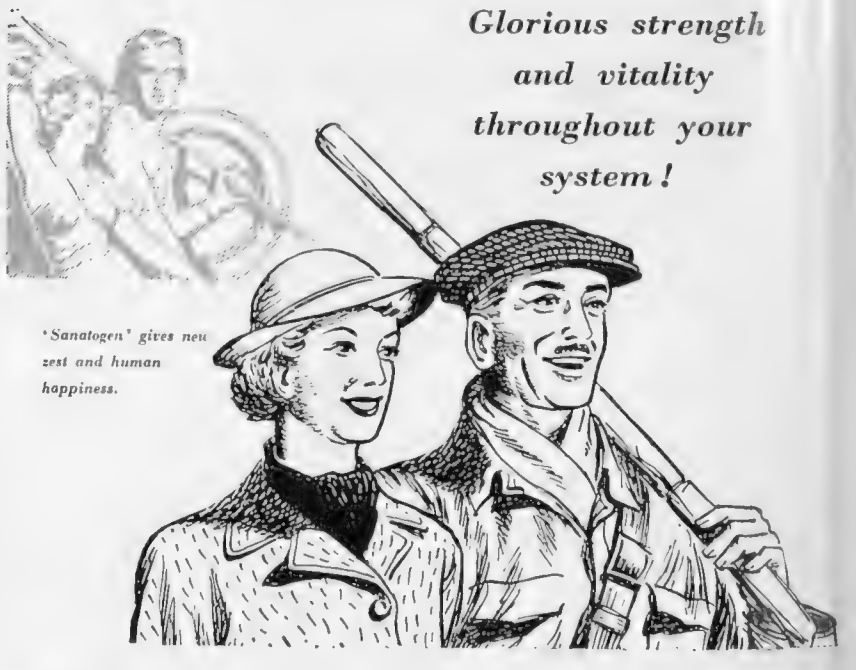

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5

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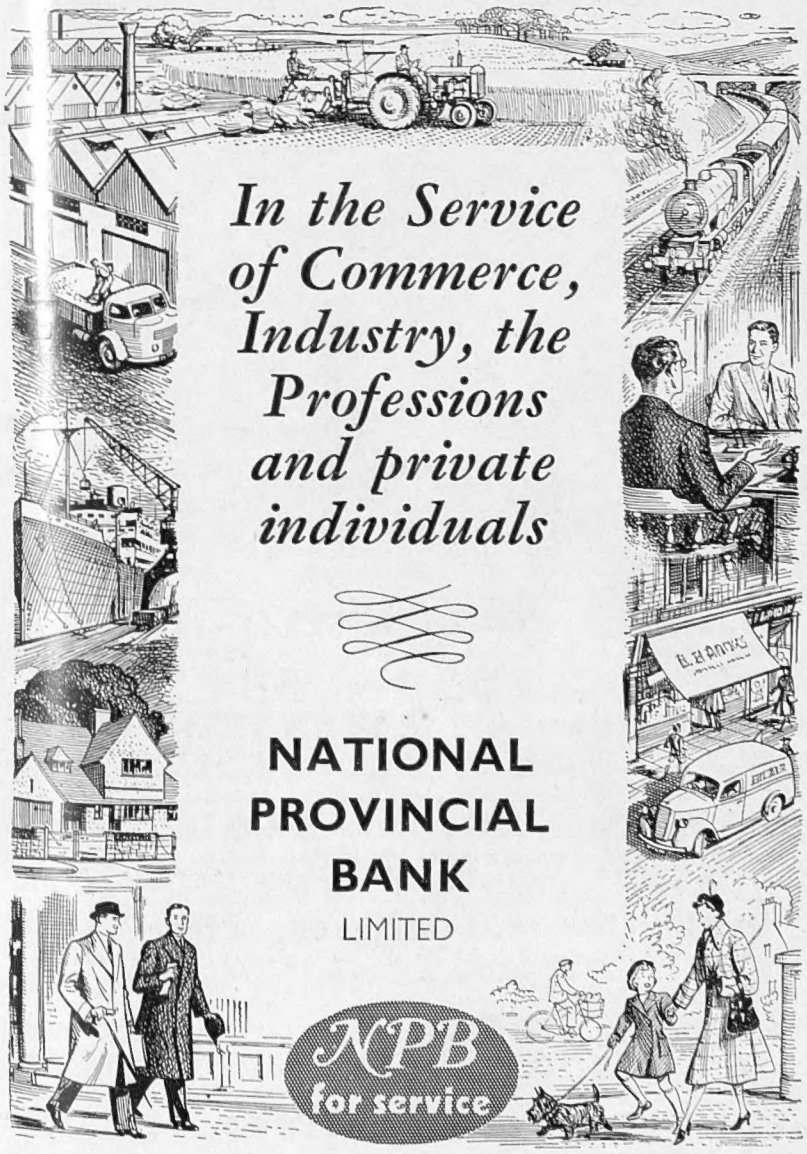

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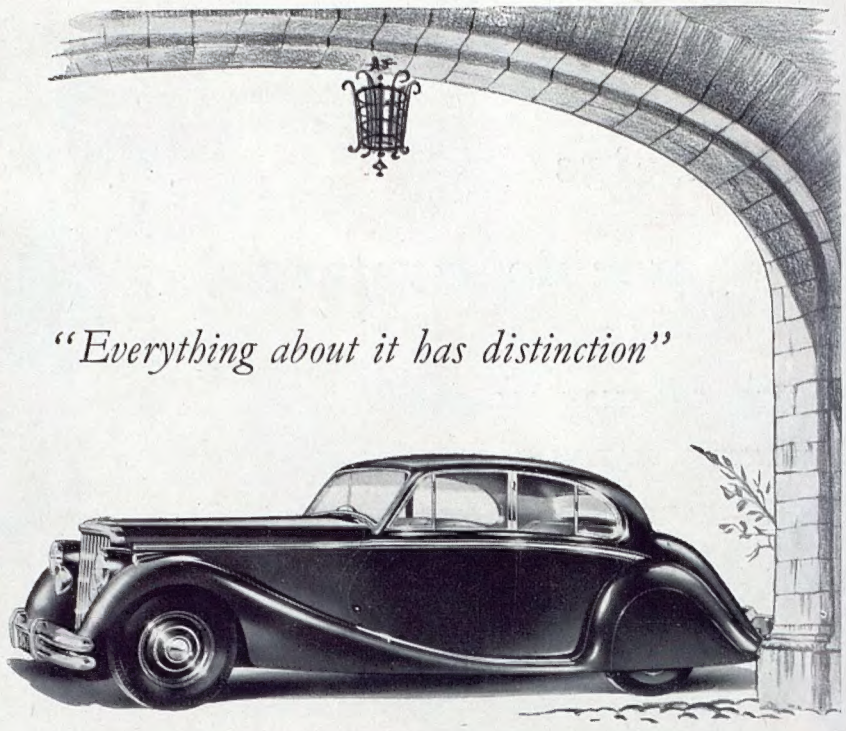

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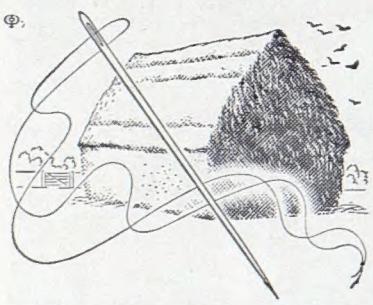

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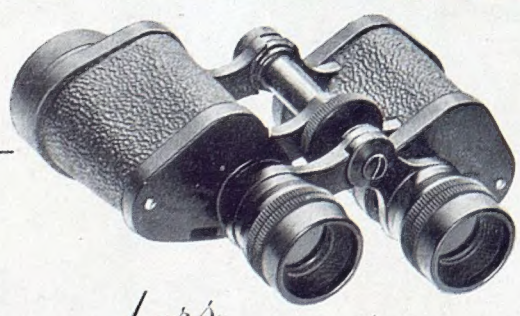

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for

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HIGHWAYS AND HIGHWAYMEN Dick Turpin

'He fired . . . and shot his partner, King'

Dick Turpin, born in 1706, was still a youth when he joined a gang of smugglers and deer stealers. With them he took part in some daring robberies, but after the ring leaders had been arrested and the gang dispersed, he met Tom King, a notorious highwayman. They became partners and in a peculiar way this lead to the death of King. It happened that a constable tried to arrest King at the Red Lion in Whitechapel. Turpin, riding to the rescue of his partner, fired at the constable, missed, and shot King through the chest. King died, but Turpin escaped. These picturesque scoundrels, who once made travelling an ordeal, are dead and gone. But today, thanks to John Boyd Dunlop's invention of the pneumatic tyre, we can travel in safety and comfort past the places that once echoed to the dreaded cry of "Stand and Deliver!"

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